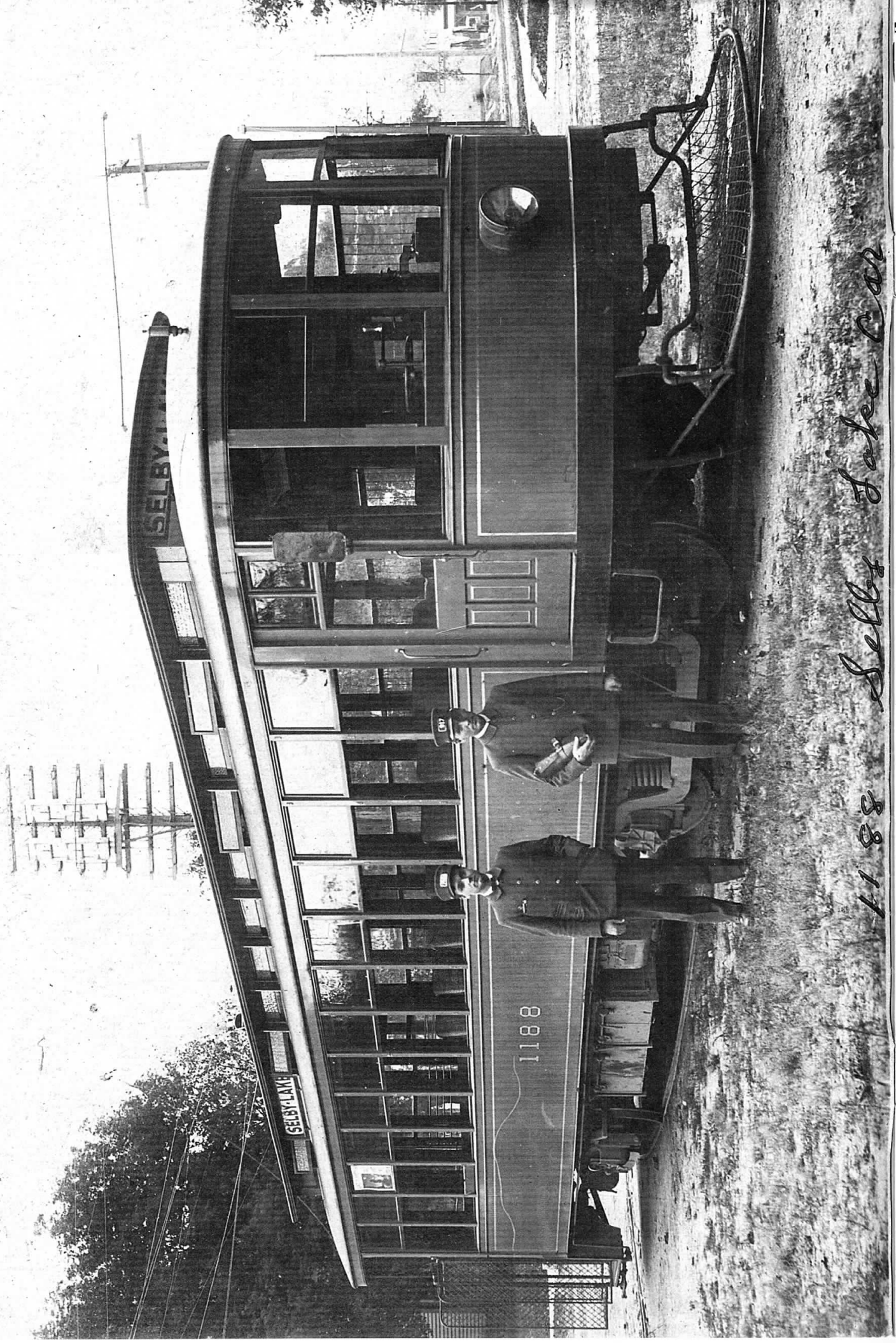






1188 Selby Lake car



Official Journal of the

MINNESOTA TRANSPORTATION MUSEUM, INC.

P.O. Box 17240, Nokomis Station
Minneapolis, MN 55417-0240

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CIRCULATION

The *MinneGazette* is published quarterly by the Minnesota Transportation Museum, Inc., and is mailed to members in good standing without charge under Third Class postal permit. Members may request First Class Mailing for an additional \$5 per year charge.

SUBMISSIONS

The *MinneGazette* welcomes submissions for publication of articles, photos and other illustrative materials of historical interest relating to transportation in the Upper Midwest. No payment is made, and publication is at the editor's discretion.

MUSEUM PURPOSE

The Museum is a non-profit educational corporation organized in Minnesota in 1962 to preserve and communicate to the public the experience of Minnesota's surface public transportation history. It operates the Como-Harriet Streetcar Line and the Minnehaha Depot in Minneapolis, the Jackson Street Roundhouse in St. Paul, the Osceola & St. Croix Valley Ry. in Osceola and the Steamboat Minnehaha in Excelsior.

MEMBERSHIPS

Individual	\$ 30	Family	\$ 40
Sustaining	\$ 50	Sponsor	\$ 100

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Minneapolis, MN 55417-0240

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MINNEGAZETTE

BOARD OF TRUSTEES

April 1998

-Earlier referenced identified the documents as proceedings.

-Approved a new banking relationship with Western Bank in St. Paul.

May, June,

The Board did not meet

July 1998

-Approved the purchase of Wisconsin Central GP7 engine #4159 for \$50,000, plus \$13,300 to the Wisconsin Southern Railroad to repaint the engine.

-Approved the sale of one powered, and one unpowered Melbourne streetcar truck to the Charlotte, N.C. Trolley Museum for \$28,000.

-Approved the General Fund budget.

-Accepted the resignation of Al Lindquist as General Superintendent of the Steamboat/Streetcar Division. Disbanded the Division's Board and named Roger Carlson to head an organizational development committee to oversee operations, develop a new operating structure and report back to the Board by October 31, 1998. Named **Lori Hammond** as Managing Director and **Cliff Brandhorst** as Administrative Manager.

-Approved an employee medical health plan.

August 1998

The Board did not meet

OBITUARY

Walter Hotvet, long time MTM member, died July 25th in Minneapolis. He devoted many hours to restoring and maintaining #1300 and #265 at Lake Harriet, taking great pleasure in rebuilding windows and recaning seats for the cars. His active volunteering ended with a stroke in 1988. Walter also spent many years volunteering at the Minnesota Historical Society helping to organize the materials donated by Burlington Northern. He is survived by his sons Walter M. and MTM members John and his wife **Barb Durfee** and grandson **Ted**. Memorials may be made to the Shriner's Hospital for Crippled Children, 2025 East River Road, Minneapolis, MN 55414, or to the MTM.

MTM WEB SITE UPDATE

-Eric Hopp

A group of MTM members (**Morten Jorgensen**, **Dick Winzer**, **Todd McGonagle**, **Eric Hopp**, **Wes Barris**, **Brian Dean**, and **John Walker**) got together with the idea of updating MTM's web site. They felt they had some good ideas, created a mock-up, and presented it to the MTM Board. The Board liked what they saw.

The new look may be seen at <http://www.arc.umn.edu/~wes/mtm>. It is truly a work in progress.

Please feel free to visit the site. In building it, we tried to:

- Group our public exhibits by interest.
- Put the simple, glitzy advertising up front to draw people in.
- Provide lots of information for the curious to find if they look for it.
- Give each division the ability to quickly update their own exhibit information.
- Provide information to prospective members.

If you would like to contribute pages, photographs, ideas, or even tackle the job of editor for your favorite division, please contact **Eric Hopp** at eric.hopp@incstar.com.

STREETCAR VIDEO LOANS NEEDED

The long awaited Twin City Lines streetcar video is stalled for lack of production funding. It suffered a couple of years of delay because Producer **Don Olson** had to move his home, terminate his distribution deal with Pentrex and find a new distributor, and locate new institutional production facilities. During this period, Olson turned out several other rail oriented videos. Now he wants to finish the TCRT project, but doesn't have the \$10,000 needed to finish it. That's where we come in.

The video is a joint venture between Don and the museum, with the revenues to be split. The Traction Division can't stand that kind of loan at this time, so we're looking to our members.

Your premium will be one free video for every \$1000 loaned. And we'll pay you back first when the revenue starts rolling in. If you can make a loan, please contact MTM Treasurer **Russ Olson** at 881-1019.

Front cover: Other railroads had streamliners, but none had the impact, the sheer style, of the Burlington's Zephyrs. Looking exactly like the Popular Mechanics idea of speed, they negated the traditional image of trains as smoky, dirty, clanking and crude. Sometime in the 1940's, the silver streak glides past Dayton's Bluff. Minnesota Historical Society collection.

Inside front cover: There was such a positive reaction to last issue's Ken Jones "dinosaur photos" that we decided to run some more. In 1906 a crew poses in front of one of the cars built for the newly opened Selby-Lake line. The location is the Nicollet side of 31st Street Station. For more, see page 19.

LETTER FROM THE CHAIR

-Michael E. Miller

Should management be centralized or decentralized?

The fall of the Soviet Union taught an important management lesson to the world—over-centralization is bad. American business and even government have been applying this lesson, generally with excellent results. Since the late 1980's, MTM has also moved in the direction of decentralized management. This was an intentional strategy by the Board of Trustees, which prior to that time did all the day to day management itself, right down to choosing paint colors. Newer members may not realize it, but the Division General Superintendents, then called Vice-Presidents, were elected directly by the membership. Along with an elected President, they were the Board.

The Board restructured itself to create some distance from day to day management. It had to back away in order to concentrate on broader policy issues. The election process was changed so that Board members are now elected at large. They choose a Chair from among themselves. The Chair, who functions as the museum's Chief Executive Officer, has the authority to nominate the General Superintendents who manage the divisions. Their appointments are ratified by the Board. The General Superintendents don't necessarily serve on the Board. At the present time, only two of the five are Board members. Thus a new management structure emerged; semi-autonomous divisions, regulated by the Board through approval of each division's General Superintendent, budget and operating plan.

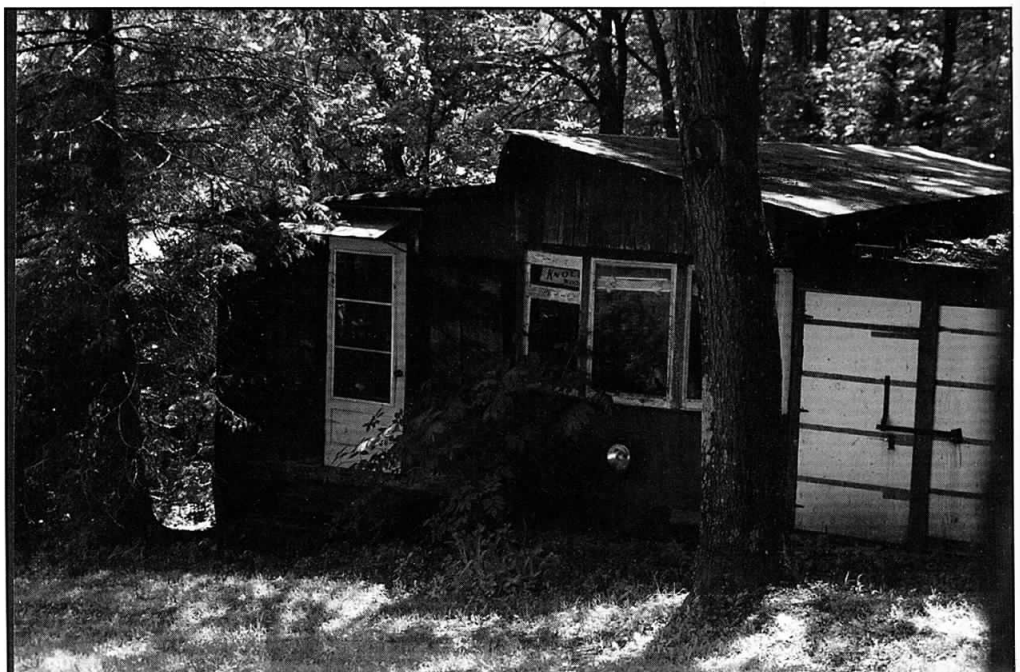
When all goes well, this is a wonderful strategy. By definition, a volunteer organization runs on the equivalent of part time help. Too much centralization of anything will overwhelm the few volunteers at the top of the management pyramid. Creating separate management

The body of Winona Railway & Light Co. #13 has been discovered, built into a cabin not far from Winona. The large single trucker was built in 1914 by St. Louis Car Co. and served until 1934. Although stripped, the body is intact and in good condition because of an additional roof built over it.



structures for each division spreads the load—it enlists the brains, skills and initiative of a much larger group of people. And most of the time it has paid off big for MTM. Growing multiple operations at once would not have been possible under the old centralized system as the Museum has simply gotten too large and complex. The Board, in the meantime, has indeed confined itself to policy, and to managing the continuing growth—and the museum's policy underpinnings and financial health are the better for it.

Unfortunately, things don't always go well within the divisions. During my tenure, there have been crisis situations in both the Railroad and Steamboat Divisions that have required intervention by me and the Board. The crises have varied from political to personalities to organizational. At these times, the essentially sound nature of our current governmental structure has been apparent. We created a system that is capable of healing itself—where one part of the structure steps in for a period of time to assist another part in



OBITUARY

Al Jensen

The Traction Division and the entire Museum mourn the untimely death of our friend Al Jensen at age 51. Al died on May 31 at St. Mary's Hospital in Rochester after a long illness. Al is survived by his wife Melanie, his three children and one son-in-law, three grandchildren, his sister and brother-in-law, and their three children.

Al joined the Museum in 1987 and became an operator at Lake Harriet that year. His enthusiasm for the job led to rapid promotions- he was promoted to foreman and succeeded me as a crew caller in 1990. Al became the first Superintendent of Transportation when that department was created in 1992, a position he held until his death. He refined our present system of crew calling, making it into the smooth operation it is today. But Al will best be remembered for the many special events he orchestrated at Lake Harriet. He founded the Traction Division's annual Members Day event, planned numerous special events, and orchestrated the well-remembered operations for the 1995 Association of Railway Museums convention.

His activities in the Museum weren't limited to streetcars. He was the first Superintendent of the Motor Bus Department and really got that department off the ground and going. He loved the buses and, in remembrance of that, **Fred Beamish** brought #1399 to the funeral. Al was the long-time circulation manager for the Minnegazette, overseeing the

mailing of nearly 1,000 copies four times per year since 1990. And he was a fixture at the Museum's display at the Northtown Model Railroad Show - even this year while he was sick. Outside of the Museum, he chased, photographed, and rode trains.

Despite his many contributions to the Museum and to the Traction Division, we will remember Al for far more than that. Above all, he was a good friend. You couldn't not like Al. And you couldn't not be infected by his enthusiasm. We will surely miss all that he has done to make the Como-Harriet Streetcar Line and the Museum better

since he joined us in 1987. But we have learned over the years that none of us are indispensable. So even as we mourned Al's death, crews were busy at Lake Harriet repairing storm damage to restore operations to the full length of the line. And at the very moment of Al's funeral, a group of schoolchildren were riding a chartered streetcar. And that's the way Al would have wanted it. Over the years, what we have never been able to replace are our fallen friends. So what we'll miss most is not **Al Jensen**, our Superintendent of Transportation, but **Al Jensen**, our friend.

-Louis Hoffman

The Traction Division, as a memorial to Al, will plant trees in the Linden Hills Station area - to shade future generations of platform attendants - and place an appropriate marker. If you would like to contribute to this memorial, please do so to the: **Al Jensen Memorial Fund**, MTM,

3. Division personnel, volunteer and paid, are ultimately accountable to the Board, which is where they are hired/appointed and may be terminated/removed.

Let me be clear that neither I nor the Board want to get into division business any more than is necessary to

ensure that museum policy is followed. Once we are satisfied that the house is in order organizationally, legally and financially, we will happily withdraw from the day to day. We are, in the final analysis, all volunteers. The reasons we are in this endeavor have to do with the pride and pleasure of being part of this



Mighty Milwaukee Road 4-8-4 #261 revisited home rails in May when it powered excursions to Olivia, MN. The crowd got its money's worth during a thunderous runby at Buffalo Lake. The locomotive is maintained and operated by North Star Rail, headed by longtime MTM members Frank, Judy and Steve Sandberg. Louis Hoffman photo.

getting itself back together so that it can again function as a semi-autonomous unit. However, crises such as these remind us that, while the Board may delegate authority to the divisions, the ultimate responsibility remains with the Board.

Here are the facts:

1. The divisions have no legal standing and they don't own the equipment or the property they manage.
2. The Board of Trustees is legally responsible for the actions of the divisions. If the Museum gets sued, division management may get caught in the net, but the buck stops with the Board. The effects of a suit will be on the entire Museum, not just the division where it originated. One is reminded of the law suit against the church in Duluth that almost resulted in the forced sale of the church and its contents to pay the judgment.

unique and wonderful organization, not to take a lot of time dwelling on its temporary malfunctions.

What we are now is something that has evolved to meet the needs of the situation and it will continue to adapt. Again, I invite your calls to discuss or question any part of what has been said here (927-6960).

Al Jensen

As an organization with many elderly members, death seems to be a constant visitor. Almost every Minnegazette seems to report the passing of an active member. But it is with special sadness that we mourn the second untimely death in one year of a key volunteer in his prime. Last year we lost Railroad General Superintendent **Todd Rust** at age 43. This year **Al Jensen**, Como-Harriet's Superintendent of Transportation passed away at age 51, stricken by a rare disease that defied treatment. He was such a good, decent man, ever ready to help. His personality was always upbeat, his outlook always positive. I think I can safely say that Al had no critics within the museum, and how many of us in positions of responsibility can make that claim? He did a fine job, and was liked by all. He was our friend, and we will miss him terribly. But our thoughts and best wishes go to his family, for they will miss him the most.

TRACTION REPORT

-Louis Hoffman

Annual Appeal

Just when you thought it was safe to open your Minnegazette. It's that time of year again: the Como-Harriet Streetcar Line Annual Appeal. While the volunteers who keep the Line going year after year are grateful for your overwhelming response to the 1997 Annual Appeal - more than \$13,000 given by more than 110 members - it's time for us to ask you to open your checkbooks again. Our annual recap of volunteer hours is below, once again containing impressive statistics. We ask you to match their commitment of time and effort with your commitment of money. Together, there's no limit to what we can all accomplish.

Three donations for 1998 have already been received. **Clyde Stephens** makes periodic small donations during the course of the year. In addition, **Russ Olson** has very generously forgiven his substantial loan, made last year to tide the Traction Division through the lean



Here is the worst of the May 30th storm damage. (Top) This is the tree that took down the overhead. It originally lay across the tracks. **Karl Jones, Jim Vaitkunas, Jerry Olson, Bill Graham and Tony Vaitkunas** are working on a bent bracket arm. (Bottom) **Bill Graham and Jim Vaitkunas** remove hardware from the broken overhead support pole. **John Prestholdt** photos.



winter months. We are very grateful for **Russ's** great generosity. Finally, the **Onan Family Foundation** has made its annual grant to the Traction Fund. Many thanks to the Foundation and **Dave Onan** for their generosity over so many years.

Major storm damage

-Jim Vaitkunas

While the CHSL has been quite lucky with storm damage, our luck ran out on May 30th. **Scott Heiderich** was called by a member who noticed a tree down over the tracks and overhead wire near Lake Calhoun, and other possible damage. Scott raised a small crew together that was joined by a couple of MTM passersby and the cleanup

started. There were four trees down on the track and wire, as well as one support pole that snapped near the archery range. The worst was the tree just north of the park maintenance building. It dropped the overhead down to the ground, turned several bracket arms sideways, and pulled the Calhoun end of the wire loose from the end of track pole.

The crew of **Karl Jones, Bill Graham, Gerry Olson, John Prestholdt and Jim and Tony Vaitkunas** started with the tree just south of 42nd Street. We cut the trees and branches and cleared them from the overhead and tracks, continuing down the line from one problem to the next. We knew we would need to disconnect the overhead somewhere to permit streetcars to make

at least short runs for the public. Bill remembered that there was a splice on the south side of William Berry bridge, so the line was separated there.

The large tree that had pulled down the wire was graciously cut up by a passing Park Board work crew, leaving us with only the moving, trimming and cleanup.

Several bracket arms that suspend the overhead were damaged with bolts bent or pulled out. These were located and fixed by **Jim Vaitkunas**. NSP agreed to set a new pole for free. Our thanks to them. During the partial closure we ran as far as Berry Road and charged only 50 cents per person. We can all be proud of the volunteer effort to get the streetcar line operational.

Trolleys in the news

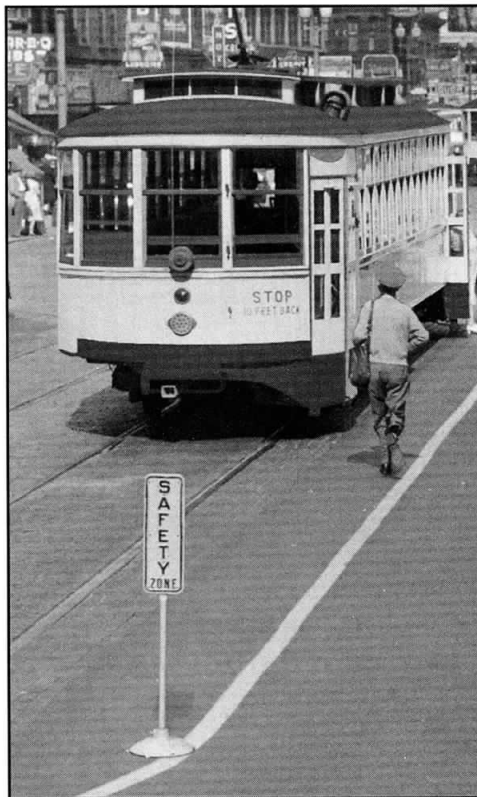
Channel 5 news did a story on May 14 about streetcars in the Twin Cities as part of KSTP's fiftieth anniversary. In addition to historical footage and photos provided by **Aaron Isaacs**, the story included footage of our line (#78 in a rare appearance) and an interview with Traction Division Historian **Russ Olson**. Minnesota Monthly magazine's Summer Fun Guide also had kind words. Attending a concert at Lake Harriet is one of its top ten things to do in the Twin Cities in the summer. The author reminds readers that "...while you're [at Lake Harriet] don't forget to take a ride on the trolley, operated by the most earnest mass-transit fans in town. The trolley only runs between Lake Harriet and Calhoun, but it's restful, green, and cool on a sultry summer night. Especially recommended is the last run of the night, just as the sun is setting over Lake Calhoun." And we were the first in a list of summertime attractions.

More on the new boss

Some of you may remember my article about the new boss - applying Metro Transit's in-house campaign to boost the quality of customer service to the Como-Harriet Streetcar Line. Member **Dana Malloy** of Dupont Avenue South writes: "Your wonderful efforts have brought such joy to our 3 year old son! We were so excited to see the trolleys "wake up" this spring! We feel blessed to live in a city where such wonderful individuals take the time to recreate part of history."

Thank You

Thanks to Minneapolis Glass and **Thomas Stadler**, its manager, for three generous donation of safety plate glass for the restoration of PCC streetcar #322.



Look what we found. This Pedestrian Safety Zone sign, complete with its original base, was donated recently. It is nearly identical to the one shown on the cover of Twin City Lines-The 1940's. Aaron Isaacs photo.

The donation is for the two windshield windows and 24 small panes for the folding doors. Thanks also to **Bill Graham** for arranging this donation.

Thanks to **Dennis Mitzel** and Information Hotline. They publish a brochure which is distributed at 80 hotels and motels in the Twin Cities with 7,342 rooms. It contains a brief description of the Como-Harriet Streetcar Line and a telephone number allowing visitors to access recorded information about the line, including our schedule, fare, and location. They are providing this service to the Como-Harriet Streetcar Line at a cost just above being an outright donation.

We thank Lesco, Inc., and **Lee Halbur**, its executive vice president, for a generous donation of fuses and a fuse holder for PCC streetcar #322, and **George Isaacs** for arranging the donation.

Thank you to **Judy and Blake Scattergood** of Edina who donated a Minneapolis Police Department safety zone sign. For those of you who don't remember these signs, they were used to mark the end of the painted safety zones in the center of streets. A photo of one appears on the cover of Twin City Lines - The 1940s: the signs are vertical with the word "safety" appearing vertically and "zone", at the bottom, horizontally.



Finally, we thank **Dan and Elaine Eng** of Always Picture Perfect Framing and Art at 3000 East 50th Street in Minneapolis for their donation of framing to the Minnehaha Depot.

CHSL Museum Store

Enclosed with the last Minnegazette was the annual Museum Store catalog - another way to get good stuff and support your Como-Harriet Streetcar Line. Many orders have come in - please order soon. In addition to the items listed, we're closing out a number of items:

The last copy of the videotape "One More Ride" is available for \$20.00.

The last copy of the videotape "Trolley - The Cars That Built Our Cities" is available for \$20.00.

The last three copies of Andrew Young's "Veteran and Vintage Transit", a complete guide to every preserved trolley in North America, is available for \$20.00.

There are two copies of the 1997 Steam Passenger Service Directory, a 404-page guide to every railway museum and tourist railroad in the United States and Canada, available for \$12.00.

The last copy of "Streetcar Man," Goodrich Lowry's biography of his grandfather, TCRT founder Thomas Lowry, is available for \$9.00.

Finally, the last copy of our reproduction of TCRT's "Beautiful Big Island Park" brochure is available for \$3.00.

Send orders, with checks payable to MTM, to: MTM, CHSL Museum Store, P.O. Box 17240, Nokomis Station, Minneapolis, MN 55417-0240.

PCC Update

-George Isaacs

It is a good feeling to be reinstalling beautifully painted pieces back inside the car. This can be seen in the before and after photos of the interior. It is also pleasing to the eye to see the finished moss green anticlimber in its proper location accenting the chrome yellow on the front dasher.

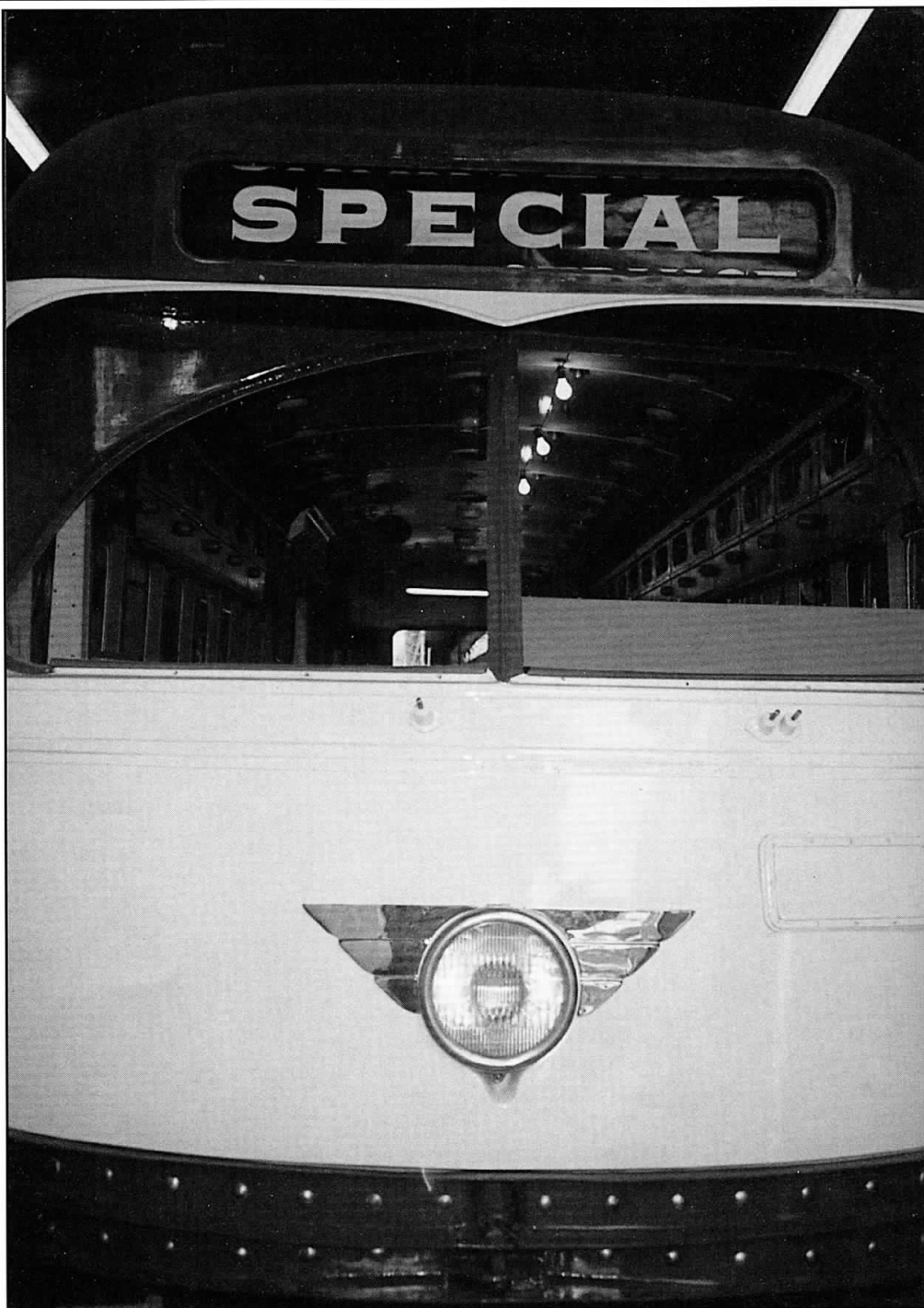
The fact that the car is now available any time we want to work on it (as opposed to Saturdays only at the Overhaul Base) has sped up progress. An analysis of man hours by **Neil Howes** at the end of this article will tell the story.

It isn't obvious to a person walking around the car, but a tremendous amount of work has been done on the control circuits by **Neil Howes**, **Keith Lindberg** and **Dennis Stephens**. Neil has diagnosed and drawn up new easy to read diagrams of all of the control systems and has labeled the wires accordingly. More than two dozen contact arm assemblies that control the sequencing of acceleration and braking of the car were rebuilt. You wouldn't believe the condition of the steel and plastic rollers that opened and closed these contacts. We had to replace 80 percent of the rollers, which should last us another 50 years.

Another hidden improvement is a stainless steel cased, state of the art battery charger designed, built and donated by "Electric" **Michael J. Miller**. This charger will allow us to maintain the 32 volts of batteries when the car is not operating.

By the time you read this report we HOPE to have accomplished the following:

1. Connect the motor and brake leads to both trucks.
2. Finish painting the roof and install the trolley boards and pole.
3. Test and install the motor generator set.
4. Paint the outside of the door panels Imron yellow and install the pivot panels for checking out the operation of the door control system.
5. Install the smooth rubber floor matting along both sides of the center aisle.



6. Operate the car from the overhead to set acceleration and braking rates.

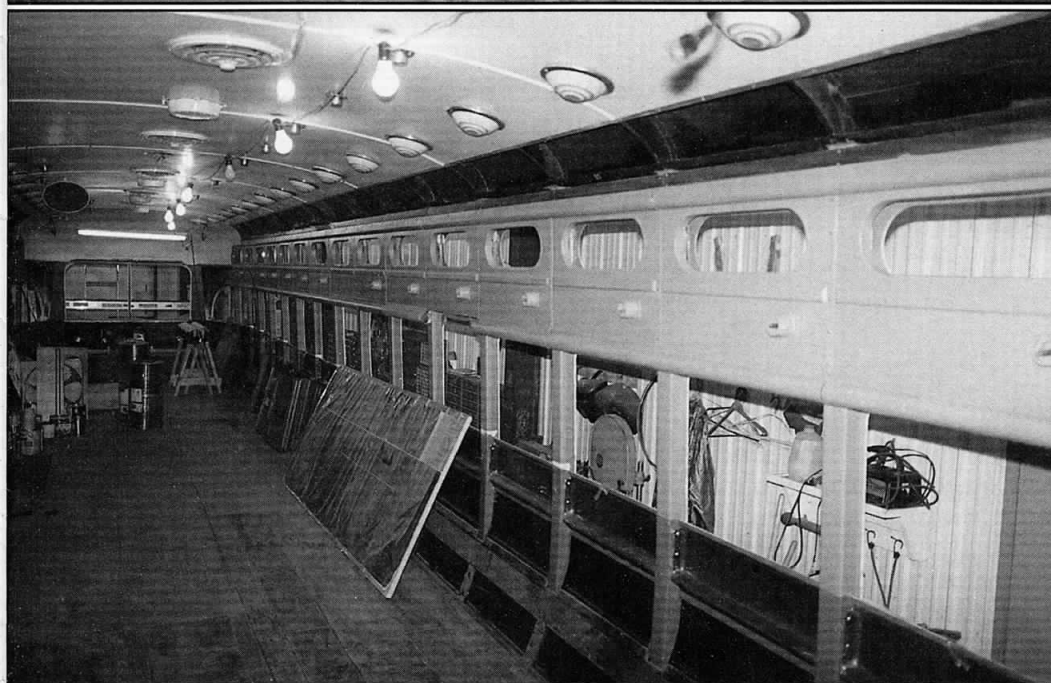
To give you an idea of the role that accessibility plays in getting the work done, here is what Neil found by analyzing the PCC man hours log book. At the Overhaul Base we averaged 68.5 man-hours per month for the 61 months we were there, for a total of 4110 hours. Remember we only had access to the base for six hours on Saturdays. By comparison, in the eight months of work since the PCC was moved to Lake Harriet, we have averaged 135.5 man hours per month, for a total of 1087. This is the reason why the PCC looks as good as it does. It is also a tribute to the over 40 volunteers who have done the work.

Our top volunteers

Although totals aren't available for the Transportation Department, I can report the top volunteers and their hours in each category. The top five foremen were **John Prestholdt**, 52.5, **Harold Dalland**, 41.5, **John Kennedy**, 37.5, **Karl Jones**, 35.5, and **Bernie Braun**, 33.

The top ten operators were **Dave Culver**, 62, **Earl Anderson**, 59, **John Keller**, 51, **Marvin Krafve**, 46, **Mark Digre**, 41.5, **Russ Olson**, 41.5, **Lyndon Benson**, 38, **Brian Krynski**, 36.5, **Kathy Prestholdt**, 36.5, and **Clyde Hawkins**, 34.

The top three charter foremen and operators were **Charles Barthold**, 15,



PCC progress. The front closeup shows the reinstalled headlight wings and "eyebrow" above the front window. The interior is gradually coming back together. These two views from a few months apart show the reinstallation of cleaned and repainted side wall panels and standee window openings. Aaron and George Isaacs photos.

Hilmar Wagner, 10, and Harold Dalland, 8.5.

The top five station agents were Bettye Anderson, 50.5, Tom Beaumont, 46.5, Betty Culver, 36.5, Bill Olsen, 29, and Maryellen Digre-Mueller, 24.

The top ten combined list is Earl Anderson, 63, John Prestholdt, 56.5, John Keller, 51, Russ Olson, 51, Bettye Anderson, 50.5, Harold Dalland, 50, Marvin Krafve, 48, Kathy Prestholdt, 46.5, Mark Digre, 45.5, and Clyde Hawkins, 43.5.

59 volunteers worked 2,672 hours in Mechanical and Physical Plant Department activities in 1997. And these impressive numbers don't include all of the hours logged on the PCC restoration.

The top ten volunteers were Roy Harvey, 663, Scott Heiderich, 438, George Isaacs, 266, Karl Jones, 218, Michael J. Miller, 193, Bill Cordes, 135, Bill Graham, 95, Keith Lindberg, 89, Russ Olson, 50, and Phil Settergren, 42. These ten exemplary volunteers contributed a total of 2,187 hours, an average of 219 hours each and about 80 percent of the total. We thank them for this tremendous contribution of time and talent.

We also thank the other 49 volunteers who, collectively, contributed an important 485 hours - including most of the time spend cleaning the cars.

Finally, thanks to **John and Kathy Prestholdt** for compiling these statistics.

General Services Department

Carbarn tours are a new feature this year. Offered on one Sunday per month from May to August on a trial basis, we designed the tours to fulfill our educational mission - showing the public not only where we store our fleet, but how and where we maintain and restore it. If the program is successful and made permanent, we'll prepare photographic exhibits documenting the restoration of our cars to show visitors what we started with, where we ended up, and how we got there. **Al Jensen**, shortly before his final hospitalization, coordinated the carbarn tour project. The last tour of the year was Sunday, August 9 from 12:30 to 4:30 p.m. Thanks to **John DeWitt, Brian Hayes, Jim Vaitkunas** and **Heather Worthington** for volunteering as carbarn docents to date.

To better promote the line, we've taken more small steps. **Chris Worthington** is made two sandwich boards announcing that the streetcar is operating. We place one at the end of the platform at West 42nd Street and the other along Richfield Road at the Lake Calhoun platform. The sandwich boards are TCRT yellow with a red top and green bottom - just like a trolley. We've also enhanced our listing in the Minnesota Office our Tourism's web site (www.exploreminnesota.com) by adding a 150 word description and a color photo.

Motor Bus Department

Demand for bus charters is far outstripping our ability to provide it - we need qualified drivers, experienced mechanics, and an organizational dynamo who can recruit and manage them. Interested? Give us a call - please. Our traditional operations during the Linden Hills Neighborhood Fair were jeopardized by a lack of drivers. Drivers weren't lined up until Wednesday evening. Thanks to our Railroad Division friends **Dick Fish** and **Burt Foster**, who pitched in at the last minute with no hesitation to save the day. Although the multi-talented **Nick Modders** (all he has to do now is learn how to pilot a boat) was unavailable, he asked to be put back on the drivers' roster on an as-available basis.

The Museum has been approached by **Leonid Khoykhin** of the St. Petersburg Tram Collection, manufacturers of O-gauge model streetcars, trolley buses, and buses. Their current selection is primarily trams from St. Petersburg and other cities in the former Soviet Union. They are expanding to include

both Europe and the United States- perhaps the most obscure benefit of the fall of Communism. We have been asked to provide information about our 1943 Twin City Lines Mack bus #630. The first edition will be donated to the Museum and will be on display at the Linden Hills Depot. Production copies are expected to be ready for sale later this year or in early 1999. When purchasing information is available, it will be in the Minnegazette - direct from Russia to you.

Physical Plant Department

Volunteers in the carbarn will find more creature comforts when they come by in 1998. **Karl Jones** donated a refrigerator kept stocked with a variety of soda and other confections, available to volunteers at a modest charge and others at a slightly higher charge. Volunteers may also bring their lunches or snacks. Karl also donated a stereo system. Is the Linden Hills Carbarn and Shops the only one of its kind with quadraphonic sound?

You can also catch up on other railway museum newsletters. For years MTM has traded newsletters with over a dozen other museums, and these have been available at the carbarn for anyone to read. Now that Aaron Isaacs is editing Railway Museum Quarterly for the Association of Railway Museums, he gets newsletters from over 40 museums. These are now available for your reading pleasure at the carbarn.

Someone with a key - but without knowledge of the operation of the ADT security system - entered the depot twice and the carbarn once in early April, which set off the alarm system. There was no damage or theft. But false alarms cost money. To stem the tide, **Karl Jones** had all locks changed and new keys issued to all key holders. In addition, there will be tighter standards on issuance of keys to contractors and other non-Traction Division personnel and no one will be issued a key without being trained to use the security system.

And the irrepressible **Mike Buck** pitched in and painted the interior of the Linden Hills Depot. Many thanks, Mike.

Transportation Department

Jim Vaitkun, who has served as Acting Superintendent of Transportation since April, was named Interim Superintendent on June 2 to succeed **Al Jensen**.

Safety and Training Department

Welcome to the following new motormen: have qualified at Lake Harriet only; have qualified at Excelsior only; and have qualified at both Lake Harriet and Excelsior. In addition, the following current motormen from Lake Harriet have qualified at Excelsior: **Bill Graham, Scott Heiderich, Louis Hoffman, Mike Miller**. There will be more in the next issue. Thanks to all for their help.

All new motormen participate in the existing Traction Division motorman training program up to complete non-revenue training. Those wishing to qualify at Lake Harriet complete revenue training. Those wishing to qualify at Excelsior complete additional non-revenue and revenue training there. Existing motormen go through an augmented version of certification to qualify at Excelsior.

Minnehaha Depot

The Minnehaha Depot open house on May 18 was a grand success, attended by about 60 persons. As always, Stationmaster Corbin Kidder had the depot looking spotless and prepared a lavish buffet which was enjoyed by all. TCRT #1399, driven by **Jim Otto**, carried visitors along West River Parkway and East Minnehaha Parkway. Thanks to the Villager, the Longfellow-Nokomis Messenger, and the Southside Pride for printing our press release and accompanying photos of the Princess. The Villager article also featured an interview with Corbin.

We've raised the Princess's profile by enhancing its listing in the Minnesota Office of Tourism web page as we did with the streetcar line's listing - adding a 150 word description and a color photo. Also, **Chris Worthington** will make two sandwich boards announcing that the Princess is open for the 1999 season - in orange and maroon.

A Princess fixture which has been upgraded is the two page, full color advertisement for the Milwaukee Road's Olympian Hiawatha. Thanks to the generosity of **Dan and Elaine Engh** of Always Picture Perfect Framing and Art, 3000 East 50th Street in Minneapolis, this 1949 ad, probably from Life magazine, is now beautifully framed and preserved. The Museum encourages all members to consider them when having framing done.

When visiting the Princess, you can also check out the new interpretation - we've taken what's there (the Milwaukee Road logo, the Texaco

railroad logo poster, the photo of troops boarding a train below Fort Snelling, and the photo of the former station agent) and added information about what it is.

Another way we can tell the story of the Princess and of railroading is to have retired railroaders share their stories with our visitors. If you're a retired railroader, come and spend a few hours at the depot. You don't have to be in charge or stay for the whole shift. Just come and talk about your days on the railroad - share your story with people who want to hear more than our exhibits can tell. This is a standing invitation, so come and pull up a chair.

RAILROAD DIVISION REPORT

-Dick Kolter and Erik Brom

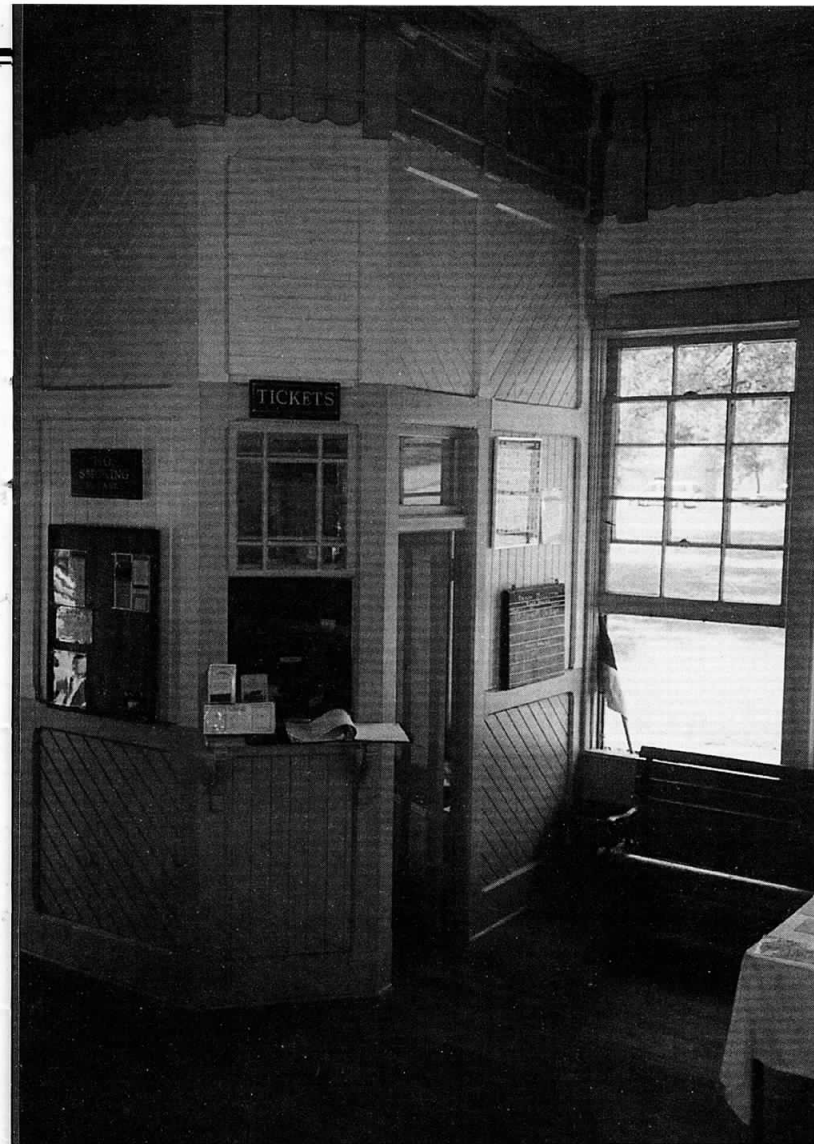
A good start for the 1998 season.

The Railroad Division's 1998 operating season got off to a good start in May with charters and some regular season days with many more people than last year. The equipment that had been at the Jackson Street Roundhouse for winter maintenance was moved to Osceola on May 12 just in time for a May 15 charter. Locomotives #105 and #102 and the two Rock Island coaches traveled over four different railroads under their own power, quite an accomplishment in itself. This season's schedule, although much like last year's, will differ mainly in the steam operation and should be quite interesting. More emphasis is being placed on special events.

This year the steam operation will be much longer than last year, beginning July 19 and extending into September. There will be a short break in the middle of August when the diesels will be used. In addition to our NP #328 there will be visiting steam locomotives. Soo Line #1003, which visited last year, returned along with the very recently restored Soo Line 4-6-2 #2719. #2719 ran the railroad's last steam excursion in 1959 to Osceola and Dresser. Talk about a homecoming. These locomotives will be involved in several special events, including another High bridge - Low Bridge trip which has been very popular in the past.

Note: This issue went to press to soon to cover Steamfest, so look for photos in the next issue.

Probably the most noticeable winter project that was completed on



We almost never show the compact interior of the Minnehaha Depot, so here are a few taken this summer. Recently a display has been created in a corner by framing and mounting some of the vintage posters. The Canadian Pacific business car Lacombe, a real relic in its own right, was visiting that day. Aaron Isaacs and Louis Hoffman photos.





During the off season the yard at Jackson Street is full of equipment. L to R: Rock Island coach #2604, BN ex-Great Northern steel caboose, the Northern Pacific Russell plow, diesels #105, #102, #101 and NSP #5, PCC #416 and NP 4-6-2 #2156. Eric Hopp photo.

locomotive #105 was the addition of what are known as ditch lights. John Peters did most of the work. These two extra lights, mounted low on each side of each end of the locomotive are intended to make the engine more visible and also do provide extra illumination for night operation. They are used on the leading end of the unit anytime the headlight is on bright. He also straightened out an annoyance in the reversing circuits.

The Barber-Greene coal loader is being converted from gasoline to electric power. It will be a much easier way of coaling the 328 than we have had in recent years. **Zell Olson** donated the 10-hp weathertight motor. **Rich Colopoulos** cleaned it up and replaced the bearings. **Mike Gamble** deciphered its wiring and mounted it on the loader.

Rock Island cars #2604 and #2608 have been completely rewired for 120-volt AC operation. **Dick Heine** and **Mort Jorgensen** coordinated the work. They now operate on 120 volt AC current which is available from the new generator in the #1102. The rewiring even included the original light fixtures so they could be reused and the historic

design retained. Extra-rugged light bulbs were donated by the City of St. Paul. (They are replacing red stop lights with LED matrixes, and the bulbs are surplus.) **Paul Dalleska** outfitted #1102 as a power car. **Todd McGonagle** and **Dick Winzer** repaired many unsightly rust holes.

Zell Olson, Debbie Wood, and Jan Edstrom built dining tables for the Rock cars. These provide better dining facilities for special events, and can be installed/removed in about half an hour. To use these tables selected seats are removed and the tables fitted right in the empty space. All fasteners are set up for very quick installation and removal.

Dick Kasseth, Jan Edstrom, Dennis Johnson, and others have been fabricating shelves for the MN&S boxcar #408 at Osceola, which will store the Rock car dining car tables.

Bill Rose has been working on techniques for cleaning passenger cars more efficiently. He has graciously made his power washer available to use when needed.

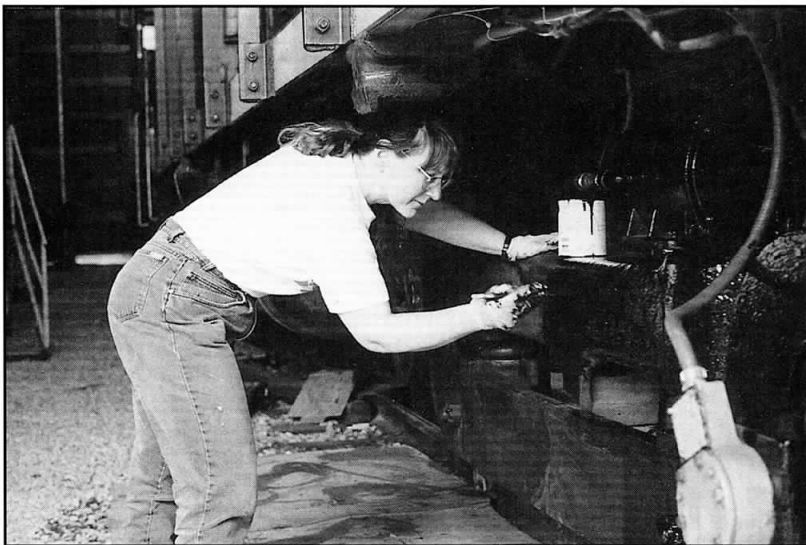
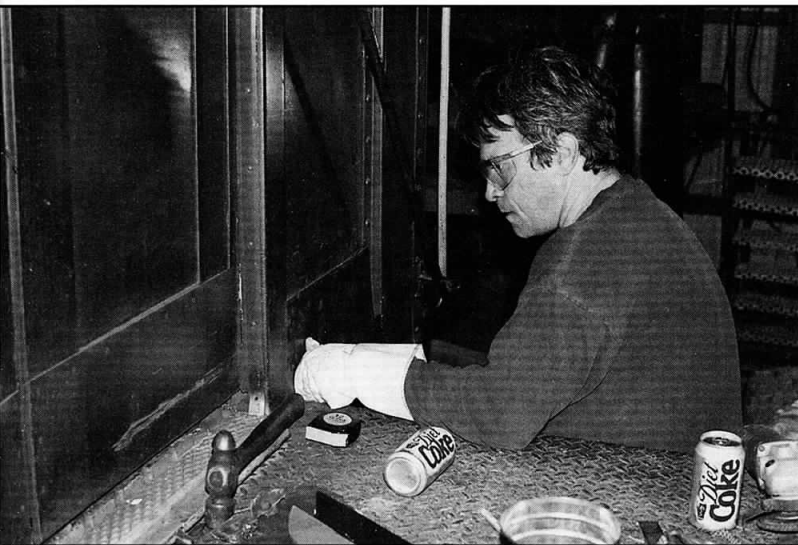
Charles Marx is machining new injector parts for NP #328.

Looking for another diesel locomotive.

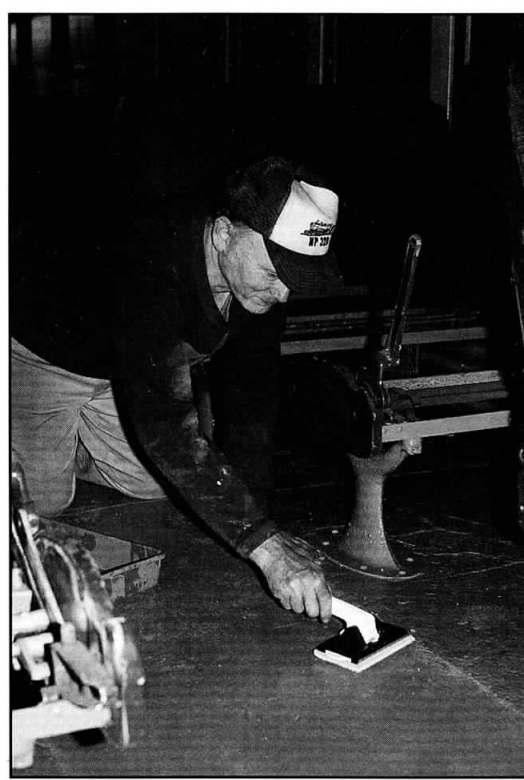
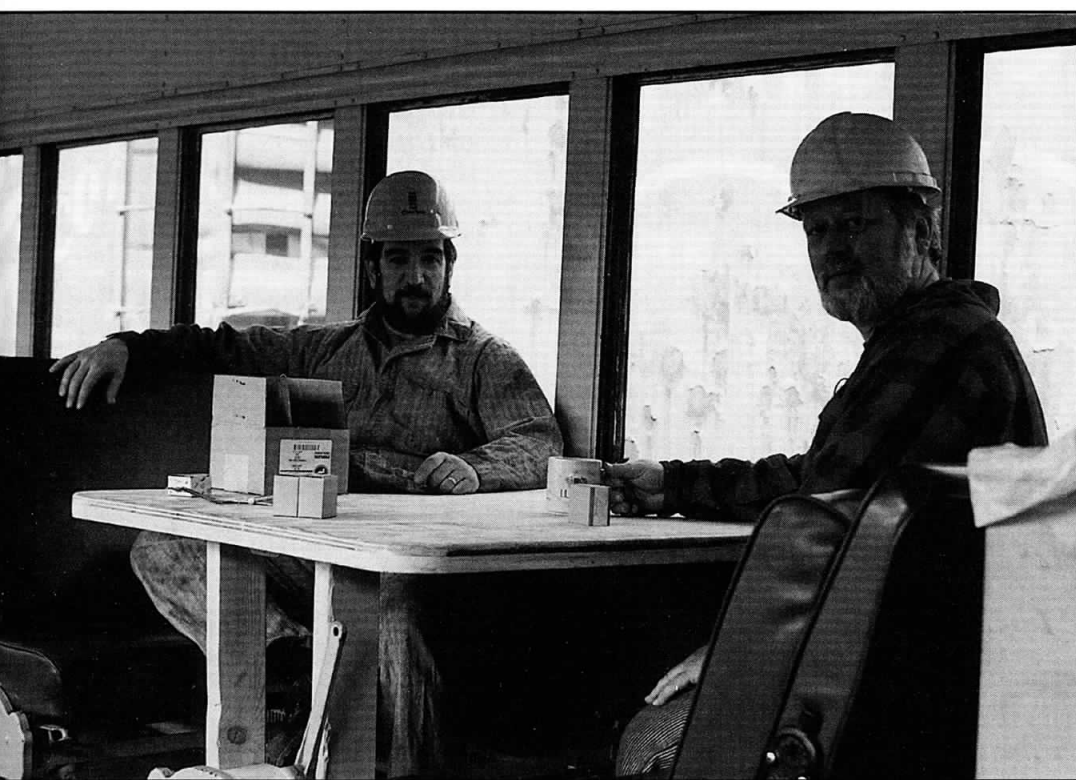
By the time you read this, MTM may own a GP7. All of the diesel engines currently used by the Railroad Division are of the switcher type. The five EMD switchers represent most of the roster of the Lake Superior Terminal & Transfer. This includes #105 and #102. These units have performed quite well considering their age. They are doing our work and are lending some historical significance to the operation. However, these units are not necessarily the best for the type of running that we do.

An important feature of these switcher units is the design of the trucks upon which they run. Certain characteristics of switcher trucks present some conditions that are not the most desirable for road operation. Thus the need for a "road switcher" type of locomotive. Road switchers are designed to be more versatile and perform well in yard service as well as over the road.

It was decided to attempt to purchase a road switcher, if possible an older unit so that there will be some historical value. A group, led by **Dick**



Restoration and equipment maintenance at Jackson Street Above left) Dick Winzer repairs rust holes in the stepwell of Rock Island coach #2608. (Above right) Debbie Wood paints #105's trucks. (Below left) Joe Fishbein and Dick Fish try out one of the newly fabricated Rock car tables. Note how it mounts on the frame of a missing seat. (Below right) Dan Fortin paints #2608's floor. Eric Hopp photos.



Heine and Nick Modders, worked on this. GP7 #4159 has been purchased from the Wisconsin Central. The \$50,000 cost, plus a \$10,000 paint job will be funded through a bank loan, to be paid back over several years.

#4159 was built as Rock Island #1223 in 1951. Involved in a major wreck in 1960, it was rebuilt in kind by EMD, and was considered the same locomotive because the frame was re-used. It returned to the Rock Island in maroon with pinstripes. It was rebuilt by PNC at Silvis Shops in 1976, renumbered 4505 and painted "bankrupt blue". The Chicago & North Western bought it in 1981 and renumbered it 4159. Painted

green & yellow. It was included in the short lived Fox Valley Railroad spinoff, and came to the WC when it bought that property. Still in green and yellow, the unit has been repainted in the original Soo Line maroon scheme, and numbered 559, one above the Soo's highest unit number in a similar series of locomotives.

Goodbye to Amery

We have known for some time that the track between Dresser and Amery, about fifteen miles, had seen better times. With the construction of new facilities on the Wisconsin Central Main line at Somerset and New Richmond it

has become possible for the railroad to move most of the carload freight business currently on the Dresser Sub to those new installations. Thus the railroad was able to keep most of the business without the need for the track to Amery.

Since there are no more customers at Amery, the track is being removed from Dresser to Amery. Temporarily we are getting some freight - we are hauling carloads of old ties and rails out of Dresser. When the wrecking crews finish, the Amery line will be a memory.

Although the freight work was expected to end for good by August,

we've been hauling logs again out of Dresser, apparently because the shipper prefers it there. Will this continue? We'll let you know.

A few changes

Although there have not been any major changes for this year's operation there are a few things that will be somewhat different. Upon arriving at the Osceola depot visitors will find an expanded store operation. The depot store is now using most of the large freight room instead of the small room which was its home last year. Many more items are being displayed so that no one desiring a souvenir should have any trouble finding something to their liking.

The local Lions Club is helping in another much needed project at the depot. They are working to construct some permanent restroom facilities. The group is also planning train ride activities with the profits going to the project. It is very gratifying to see local people working to help with our operation and thus make us feel welcome. Everyone needs to encourage as much of this type of cooperation as possible.

Credits for a busy winter.

Debbie Wood did the bookkeeping so we can now list the names of those individuals who participated in the maintenance and restoration work done during the winter. Most of the work was done at the Jackson Street Roundhouse. Thanks to **Joe Fishbein, Dan Fortin, Burt Foster, Mike Franklin, Mike Gamble, Ward Gilkerson, Bob Gross, Sharon Hanson, Dick Heine, Eric Hopp, Clair Jarvis, Tom Jesberg, Dennis Johnson, Morten Jorgensen, Eric Kallas, Richard Kasseh, Mark Keech, Dick Kolter, Jerry Leimer, Chuck Lindeen, Marv Mahre, Kurt Mahre, Jerry Martin, Todd McGonagle, Andy McNattin, Barry Moore, Todd Murray, Nick Modders, Art Nettis, John Oliver, Warren Olson, Zell Olson, Noel Petit, John Peters, John Robinson, Billy Rose, Larry Schulte, Keith Skeivik, Mike Schmitz, John Stein, Mike Thompson, Tim Tuggle, Dave Wantz, Laura Wantz, Rachel Wantz, Dick Winzer, Debbie Wood.**

Thanks to all of these people and of course to those who will probably get missed as usually happens when an intended all inclusive list is printed. — **Mike Alfveby, Charles Barthold, Mike Bergh, George Bergh, Frank Bifulk, Jared Bifulk, Erik Brom, Benn Coifman,**

Rich Colopoulos, Steve Collin, John Coughlin, Morgan Christian, Paul Dalleska, Tom De Young, Blair Dollery, Mark Dullinger, Dave Eckland, Jan Edstrom, Harold Ellingson, Dick Fish.

Lunch is served

On Thursday June 4th the crew of **Larry Schulte, Charles Barthold, Debbie Wood and Phil Wellman** were working the westbound freight following a morning passenger charter. They had had nothing to eat since breakfast and were getting pretty hungry, so while passing Marine they called Trainmaster **Dick Heine** on the cel phone. Dick doesn't live far away. His wife packed up sandwiches, fresh strawberries, brownies, chips and pop to tide the crew over. Dick delivered the lunch to them at Withow. All that and you get to run trains, too.

Coach restoration plan approved

MTM's first federally funded passenger car restoration project is moving forward. The \$240,000 project is 80 percent funded by an ISTEAG grant, and 20 percent from Railroad Division reserve, which gets its money primarily from the sale of the Stillwater & St. Paul RR.

MnDOT's Office of Railroads and Waterways is the project's sponsor, and all the project money is administered by MnDOT. Their standard procedure requires a that "Project Memorandum" be written. The Memorandum is a fairly detailed description of the work to be done by the contractor and the schedule and method of doing it.

There has been some rethinking of the project since it was first proposed. Originally four cars from the arsenal were to be restored. However, it became clear as the planning progressed that the money simply wouldn't stretch that far. The revised plan calls for restoring two cars, plus painting and minor repairs on two more.

The most ambitious is the restoration of Duluth, Missabe & Iron Range #30. This heavyweight steel coach was built in 1915 and remained in passenger service until 1960. The interior was then stripped and it ran in work train service. MTM acquired it in 198_, and it has sat outside at the arsenal since then. The body is in relatively good shape. It requires the following work:

- Remove and retain any remaining windows.
- Remove any remaining and all interior wall and ceiling panels, trim strips, light fixtures and thermal insulation.

-Thoroughly clean and rustproof framing and side sheets in walls and roof; make repairs as needed.

-Repair areas where outer side sheets have rusted through, prime and paint exterior.

-Install new fiberglass insulation.

-Build new ceiling and wall panels, repair and repaint salvaged panels.

-Install all ceiling and wall panels, trim strips, light fixtures.

-Inspect, sand and paint wooden floors; paint and install luggage racks to be provided by MTM.

-Build two authentic-style lavatory closets where originals stood, and provide two retention-type toilets.

-Build, glaze and install hardwood window sash using FRA Type 2 glazing for antique rolling stock; provide weather stripping.

-Replace all gasketing at entry doors.

-Rebuild/install "walk-over" seat units to be supplied by MTM including: making bases and mechanisms serviceable, rebuild/reupholster backs and cushions.

-Inspect/renew ceiling light circuits and train line conduit and connections.

-No overhaul/replacement of trucks and draft gear is planned at this time.

-No heating, air conditioning or potable water systems are planned for this car.

Chicago, Burlington & Quincy lightweight coach #598 spent its career painted in Northern Pacific colors as part of the North Coast Limited equipment pool. It was built in 1947 and retired around 1976. MTM acquired it in 1985, and it has been at the arsenal ever since. The car is complete, with all its original fittings, but it has deteriorated from exposure to the weathers. It needs the following:

-Remove and retain all remaining windows.

-Remove any remaining and all interior wall and ceiling panels, trim strips, light fixtures and thermal insulation.

-Thoroughly clean and rustproof framing and side sheets in walls and roof; make repairs as needed.

-Repair areas where outer side sheets have rusted through, prime and paint exterior.

-Install new fiberglass insulation.

-Build new ceiling and wall panels, repair and repaint salvaged panels.

-Install all ceiling and wall panels, trim strips, light fixtures.

JACKSON STREET ROUNDHOUSE REPORT

-George Bergh and Eric Hopp

Editor's note: Last issue's Jackson Street Report and photos were mistakenly credited only to George Bergh. Credit should also have been given to Eric Hopp.

Big news

The big news is the complete asbestos abatement of the entire roundhouse (including our display cars). Because abatement was not funded by government grants, a year ago the museum space was completed, and no more was expected until early 1999. This spring MNDOT proposed doing the entire roundhouse with additional ISTE A I funds. This unexpected generosity puts us much further ahead in the long run.

Asbestos-wrapped pipes and asbestos sprayed onto the garage ceiling were removed between April 27th and May 12th. The contractor then took two weeks off, allowing volunteers time to clean the shop in bay A. On May 26th the contractor, Envirobate, went back to work. Bay A had asbestos-bearing floor tiles, wall board, and ceiling material, so they allowed two weeks for the work.

Volunteers completed our move out of bay A. They moved the entire contents of office, except pictures and bulletin boards, the CMO's office, the machine shop except cabinets and large machine tools, and some locker room contents. John Robinson donated extra pallets for the effort, which were much appreciated.

ISTEA I completion

At this writing, railings have been installed around caboose NP #1631 and the "Coon Rapids" car, and parts are on the property for the handicap access ramps and the steps at the east entrance. This completes ISTE A phase I.

Renovation of Bay C continues

With visions of trains in the roundhouse dancing in their heads, volunteers have continued the renovation of bay C. Another 20% of the thin asphalt floor covering has been removed, leaving just 1200 square feet to go. Post-railroad fluorescent light fixtures have been removed and scrapped. Only a handful still worked. Light fixture removal was made much easier by the continued loan of a self-propelled lift by Scaffold Services.

June 2nd Frattalone Excavating was on site to do sewer separation research. Since they had a backhoe-mounted jack hammer, we asked them to break up the concrete which replaced the rails in stall 18. They did in two hours what would have taken us weeks! The goal is when the garage comes down stall 18 will have rails and a 100-foot long inspection pit ready for use and the asphalt covering the rails in 16 and 17 will be gone, so we have more usable work space.

Machine shop

Having a warm machine shop is a new experience. Volunteers can do parts work in comfort, no matter how cold January or February may be. The refurbished light fixtures in the Rock Island cars, for example, were largely done in the machine shop in early spring. New draft gear was machined at the same time. For the roundhouse renovation, volunteers made clips to hold the rails in bay D.

Dennis Johnson deserves special mention. He spent hours sorting mounds of "miscellaneous parts", making it easier to find what one is looking for. Other cold-weather projects improved the shop itself. David Wantz built a large shelf to keep large drill bits and reamers neatly sorted. Morgan Christian worked on replacing the starter on our little Hyster shop forklift. George Bergh replaced its problematic propane evaporator. Warren Oslo has been refurbishing our floor sweeper. He cleaned and repaired a stuck parking brake, and it has been successfully test run.

Museum progress

Work on museum exhibits is picking up. A group called the "Jackson Street Associates", including Noel Petit, Tony Becker, Bob Branchaud, Jim Welton, Bill Marshall, Les Leonardson, Jim Bryan, and Art Pew, has done much to develop the exhibits, including research and display preparation. Eric Hopp put the Rock Island Rocket model on rails. Noel Petit's short length of track for the maintenance of way exhibit is coming together, with help from Sharon Hanson and Dave Ecklund. Noel, Dave, and Mark Dullinger also spent time prepping LST&T #101's cab for painting. The Minnesota Department of Economic Security donated filing cabinets and steel partitions for use as display surfaces. Photos and other displays can be easily mounted with magnets and the rearranged at will. Bill Marshall is designing a way to make our CTC board emulate a meet between

- Replace all gasketing at entry doors.
- Reupholster/recondition/reinstall reclining double seats.
- Remove asphalt floor tile, repair subfloor as necessary, install new floor tile.
- Renew window shades.
- Install oil fired, hot water baseboard heating system in one lavatory closet and in the luggage storage closet.
- Provide two retention-type toilets in existing closets.
- Replace air conditioning system with modern, electric powered unit.
- Install modern diesel-electric generator with circuit breaker electrical panel. -Inspect and replace wiring as appropriate.
- Inspect/repair trucks and brake rigging. No major overhaul is planned at this time.
- Inspect/service draft gear, drawbars and couplers.

Great Northern/Chicago & Northwestern coaches #1096 and #1097 were built in 1947. They were rebuilt by the C&NW in 1958-59, receiving the dark green tinted windows and rigid steps at that time. GN bought them in 1963 and retired them in 1981. MTM has used them in service since. However, they have tended to be the backup cars of last resort. Due to their lack of generators, they must be teamed with a powered car, and their old style air conditioning has been notoriously unreliable. Because of limited funds, they will receive only the following attention:

- Thoroughly clean and rustproof framing and side sheets in walls and roof, make repairs as needed.
- Repair areas where outer side sheets have rusted through. Prime and paint exterior.

The start of work is still a ways off. The approved schedule calls for the work to be bid in January 1999 and awarded by March 31. After that it is assumed that the cars will be repaired one at a time, within Jackson Street. Whether that happens inside the roundhouse or the pole building depends on whether the turntable is installed. There is also the possibility of temporary track into a single roundhouse stall. It won't all be work by contractors. There will be plenty for volunteers to do. Stay tuned as this project develops.



For a charter, Minnehaha made its first visit (barely) to Brackett's Point. It was necessary to extend the dock to avoid running aground. Bill Graham photo.

two trains. Do any members enjoy modeling? Model builders are solicited to build roundhouse/shop models for exhibits. Contact **Noel Petit** or **Bill Marshall**.

ISTEA II

As of early June, garage demolition is forecast for September and October. (For newcomers, the garage is a post-railroad addition which stands on the turntable site.) Bids for sewer separation are being received, and a large hole has been dug in the garage floor to research the exact scope of work.

Also this summer, although with City of St. Paul Cultural Star rather than ISTE funds, the two display cars (Rock Island #2529 and DSS&A #1474) will be restored and electrified by contractors. This does not rule out volunteerism. **George Bergh** has already reattached two of #2529's steps. If you would like to be involved, your help is welcome. The Rutledge depot will also receive electricity.

More funding courtesy of Congress

On May 22nd congress passed the ISTE Reauthorization bill (known as TEA 21) which provides six more years of national transportation funding. Newspaper readers may have noticed a line item of \$750,000 for the restoration of Jackson Street. It is the result of Wanda Sim's visit to Washington a year ago, during which she presented our plans to Representative James Oberstar. Around Thanksgiving he was back in Minnesota and paid the roundhouse a two-hour visit. He seemed really excited by what he saw. Look for more details in this column as they come to light. The money requires an additional 20 percent local match, for a total of \$900,000. This should be enough to install the turntable from Minneapolis Junction, and that means the roundhouse will finally be connected to the greater American rail system. Given the time it takes to file the formal application to the feds and get the plans

approved by MnDOT, the installation will probably happen in 1999.

1998 is shaping up to be another year of exciting change at Jackson Street. Stay tuned! And if you would like to see it first-hand, come down any Saturday or Thursday evening. The regulars will be happy to give you the grand show-and-tell.

EXCELSIOR REPORT

-Bill Graham

Minnehaha went into Lake Minnetonka on Sunday morning, April 19, thanks to unusually warm weather and heroic work by volunteer workers. Launching Minnehaha can be exciting, because her wooden plank hull leaks profusely until the wood fills with water and swells up. For the first 24 to 36 hours, volunteers must keep the pumps running evacuating water so that our lovely boat won't again join her sisters on the bottom.

Boat Operations

Boat ticket sales picked up during June after a slow start. About 2,700 passengers were carried through June 21, averaging just under one-third capacity. This average figure should improve as the season progresses. **Chris Davolis, Ned Phelps, Barb Thompson and Kerm Stake** have formed a marketing committee to help fill Minnehaha's seats. The noon and 3p.m. cruises from Excelsior sold out on several days in June, and healthy traffic originated at Wayzata. Much time is saved by eliminating the docking at MTM's pier and boarding all Excelsior passengers at the municipal Water Street dock. Congestion at this dock is heavy, particularly around 6 p.m. on Saturdays when commercial dinner cruise boats vie with Minnehaha for dockage space. Three-hour cruises operate on Friday evenings, July 17 and August 14. These explore areas of Lake Minnetonka not normally traveled by Minnehaha such as Gray's, Carson's and Lafayette Bays.

Minnehaha has run well this season. A bit of seepage around the rudder post was solved by adjusting the packing. The boiler and engine have run smoothly and predictably just as the MTM builders intended them to run. Passengers stare intently at the engine as it cranks away at 145 revolutions per minute, wondering how a machine so big and powerful can run so silently.

Uncertainty continues over the installation of the upper deck awning. The fact that Minnehaha actually weighs a full 19 tons more than originally estimated prompted one marine architect to call for reducing the upper deck load limit by 20 passengers with the awning deployed. This seems unreasonable and would significantly change the economics of operating Minnehaha. Stay tuned.

On June 10, Minnehaha operated a short cruise out of Excelsior arranged by **John Walker** for the Tour Minnesota Association, a group which arranges and provides group charter tours. The same day, she entertained delegates to the National Association of Garden Clubs at Wayzata hosted by **Carol Hunter**.

Minnehaha provided an evening cruise on June 17 as a fund-raiser for the Minneapolis Institute of Arts. Guests received a tour of historic lakefront architecture originating at a private home on Brackett's Point originally owned by the Sweat family. On a practice run a week earlier, Minnehaha had hit sand while

approaching the short private dock. MTM'ers rounded up and installed three additional dock sections to provide for deeper water. On June 15, **Lori Hammond** maneuvered Minnehaha up to the extended dock where she was made fast. While some took photos of the boat from this new and scenic location, the crew measured water depths fore and aft. With 53 inches of water at the bow, it might have been hard to pass one's hand between Minnehaha's keel and the bottom. The operation came off without problems.

Management notes

The Steamboat Division council at its June 22 meeting requested MTM Board of Trustees Chair **Mike Miller** to select and convene a small advisory committee to suggest how to strengthen and regularize the division's management. The council discussed the need to enlist more volunteers, improve delegation of tasks, achieve a crisper management style and utilize paid staff in management capacities. Several changes have occurred as a result of this effort. **Al Lindquist** has stepped down as General Superintendent. He has been replaced by an interim committee headed by **Roger Carlson**. Staff member **Lori Hammond** has been given the title of Managing Director. She is now responsible for the day to day management of operations and finances.

Volunteers have kept the Excelsior ticket office well-staffed. They are: **Barb Thompson, Shirley Livingston, John Love, Comfort Leckie, Shelly Anderson, Ann Johnson, Carol Kottke, Sharon Provost, Marilyn Sederstrom, Norma Shaffett, Nan Woodburn, Mary Kuhfeld, Evelyn Crane, Judy Callas, Hank Belfy, Liz Zastrow, Ed Waldroff, Rob Schultz, Myerl Roloson, Jeannine Pribble, Bev Plathe, Ned Phelps, Charty Oliver, Dora Meakins, Jean Mancini, Gayla Luke, Jean Jones, Jackie Irey, Jack Hendrickson**. In addition, **Cliff Brandhorst** and **Shirley Livingston** set up the MTM exhibit for Excelsior's 'Art In The Park' festival on June 12. They along with **Chuck Barthold** have helped keep the Museum store stocked with merchandise, sales of which have been excellent. **Jackie Robertson** inventoried merchandise sales and cash. She also helps staff the gift shop.

Streetcar update

Responsibility for managing the construction and operation of the Excelsior Streetcar Line has been shifted from the Steamboat Division to

the Traction Division. **Bill Graham** has been named Assistant General Superintendent for Excelsior. Numerous other Como-Harriet volunteers have agreed to assist in starting up the new operation. This is not a complete organizational shift, however. Capital and operating funds for the line will continue to be the responsibility of the Steamboat Division.

After numerous delays, the contractor was scheduled to begin construction of the new streetcar barn at Excelsior on June 29. As this is written, the building has all uprights and roof trusses set, most of the roof and side purloins in place, and appears nearly ready for application of siding sheets. It appears that it will be finished by October 17. **John Anderson**, MTM'er and plumber, has insulated the foundation and extended the sewer line up to floor level. John also will plumb in the water connections up to slab level, including the lavatory.

This Spring, **Doug Hultgren, George Ittner, Fraser Morse** and **Dave Irey** have continued the work of finishing MTM's ex-Valley Fair gasoline streetcar.

Excelsior Mayor **Steve Finch** requested limited car operation before the project is completed and accepted by MTM. MnDOT and the contractor reviewed the request and decided that it would incur unacceptable liability and potential cost. Accordingly, we will not be allowed to run on the track with the gas car or park the car inside the barn until it is fully complete and accepted.

Streetcar trucks sold (we hope)

Some time ago, the Museum was given a number of very valuable American-built trucks by a Japanese transit system following a long and convoluted sequence of events. Thanks to the tireless efforts of our Chairman, **Mike Miller**, these trucks were shipped from Japan to Jackson Street for a very reasonable price. The cost of the shipment - nearly \$24,000 - was the responsibility of the Traction Division. But, knowing of the Division's thin finances, Mike arranged for a loan to the Division from the Railroad Division Reserve Fund (the proceeds of the sale of the Stillwater and St. Paul Railroad), for which we must also acknowledge the great generosity of the Railroad Division, especially its General Superintendent **Nick Modders**.

After the trucks' arrival, we determined that one set would be perfect for #265, and they have been set aside for that purpose. We already knew that one set would be perfect for

Mesaba Electric #10, and they have been set aside. #265's trucks will be used to restore TCRT #1239, the Excelsior gate car. This leaves as surplus Chicago Transit Authority rapid transit car #4325 and its trucks (which were originally slated for Mesaba #10), the Melbourne trucks, spare motors, and spare brake shoes (all originally acquired for #1239) and another valuable set of Baldwin American-built trucks. We advertised the availability of this material in a recent issue of Railway Museum Quarterly and received inquiries from three museums. We now have a \$28,799 offer from the Charlotte (North Carolina) Trolley for all the advertised material except the Baldwins, which we will keep for now. If this sale comes to fruition, we will be able to pay the Railroad Division loan back, be debt-free, and have a \$5,000 surplus - which I propose we devote to the track. This would allow us to install between 250 and 300 badly-needed ties this fall.

On a related note, we have also received a check from the St. Paul Fire and Marine Insurance Company for more than \$1,000 based on our claim for loss of income from the May 30, 1998, storm. The claim covered lost revenue due to being fully closed and, after power was restored, lost revenue from our inability to operate the full length of the line. Thanks for preparing this claim go to **Jim Vaitkunas, John Prestholdt, and Jeanne Inselman.**

More on hauling steamboats to Excelsior:

In the last issue of the Minnegazette, readers were asked to comment on the story about how the boats may have been transported from TCRT's 31st Street erecting shops to the company's docks at Excelsior. **Jim Ogland** has narrowed down the possibilities from six to two. See the double wood post on the foredeck? It looks like a letter "H" or two crosses joined side by side. So far, it appears that only the Minnehaha, Como, Stillwater and Hopkins had them. The others, presumably delivered later, substituted an upright wood drum. So is this the Minnehaha? We may yet find out.

Russ Olson, MTM treasurer and author of *Electric Railways of Minnesota*, writes the following:

"Just finished reading your article about transporting the express boats from Minneapolis to Excelsior (Minnegazette, Spring, 1998.) The 1906 Street Railway Journal reported on TCRT car 1145 and the 50-car

construction program then underway at the 31st Street Shops of which 30 cars were intended to be double-decked. One photo shows cars under construction in the shop building located at the northeast corner of 32nd & Blaisdell. An express boat is under construction in the shop building closest to 32nd & Blaisdell. That photo shows the center section of the body housing the roll-up doors is complete and painted. No upper deck railings or seats can be seen. One wonders whether (1) all boats started in the carhouse and then moved to the erecting shop, or (2) some were built in the carhouse and some in the erecting shop. Obviously finishing touches, probably including the funnel, were added at Excelsior.

"The front truck (in the Minnegazette photo) is a Baldwin No. 2 or No. 3, a heavy-duty truck designed for the high speed suburban cars. The drawbar appears to be attached to the end frame on which the brake pull rod mechanism was mounted, which had to be strong enough to withstand braking pressure and stresses. Note that the brake pull rod mechanism has been removed; only the support castings remain attached. It appears that the brake shoes and some of the hanger mechanism, including turnbuckles, have also been removed.

"Modern work cars #7 through #16 had been built by this time. They had four General Electric model w.p. 50 motors (25 horsepower each) and air brakes. Their motor to axle gear ratios were either 14:67 or 17:64. The Lake Minnetonka line was only single track at this time. The Hopkins viaduct over the Milwaukee Road, M&StL and GN tracks was only a single-track structure. A second viaduct was built along side the first in 1906 to carry the second main track. This track was under construction from spring through fall of 1906. The track on 31st Street between Nicollet and Hennepin Avenues had been removed during 1905, so the boats would have had to travel on Nicollet Avenue to Lake Street, west to Hennepin Avenue, south to 31st Street and thence on the private right of way to Excelsior. The trolley wire on the Minnetonka Division was 20 feet above the top of rail. Double deck car #1145 was 16 feet 8 inches tall over the upper deck. It had been operated over the line during June, 1906. The express boat weighed 62,000 pounds including a load of coal. The high speed suburban cars weighed 59,000 to 60,400 pounds complete.

Double deck car #1145 weighed about 65,400 pounds, so the stress on one work car and towbar may have been only slightly more than if it were towing an out-of-service suburban car or a double deck car."

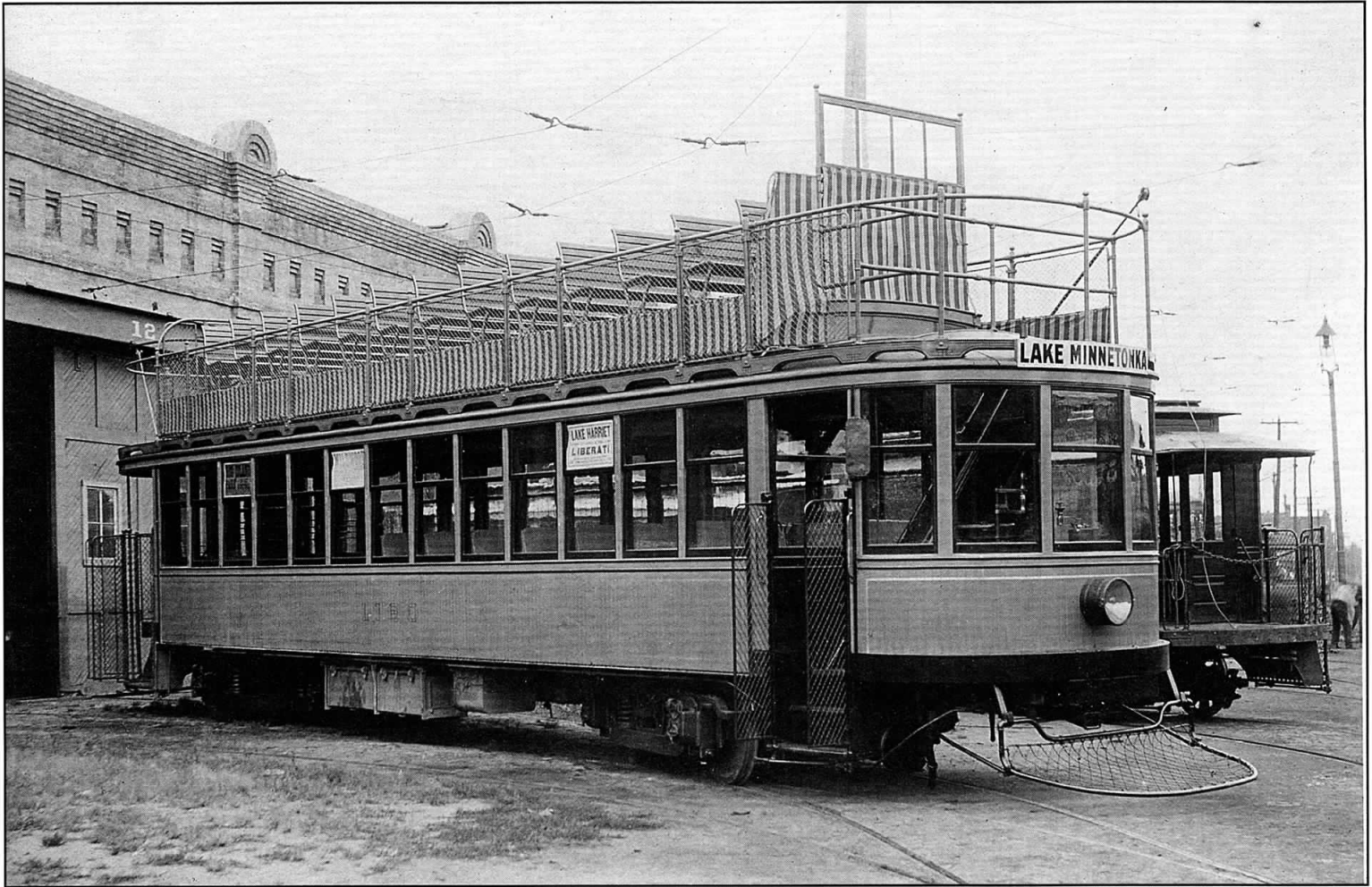
Note: The standard drawbars of TCRT cars were intended only for emergency use, such as when a car broke down on the line and had to be towed back to the shops. They had no springs or shock absorbers, and they connected to cast steel pockets securely riveted to the underframes of the front and rear platforms. When towing another car, the drawbars connected to each other by means of a primitive link and pin coupling. This allowed for a fair amount of slack action in the coupling. When towing another car, the drawbars tended to jerk violently when the lead car applied power. When braking, since the link and pins did not hold the draw bars straight in line with each other, they tended to jackknife as the towed car rolled free against the leading car. This has been demonstrated on MTM's Como-Harriet line when occasionally we have had to tow one car with another. The jerking prompted us to provide car #78 with a buffered drawbar utilizing coil springs to save the fragile carbody and truck frame from the damage a rigid drawbar have inflicted."

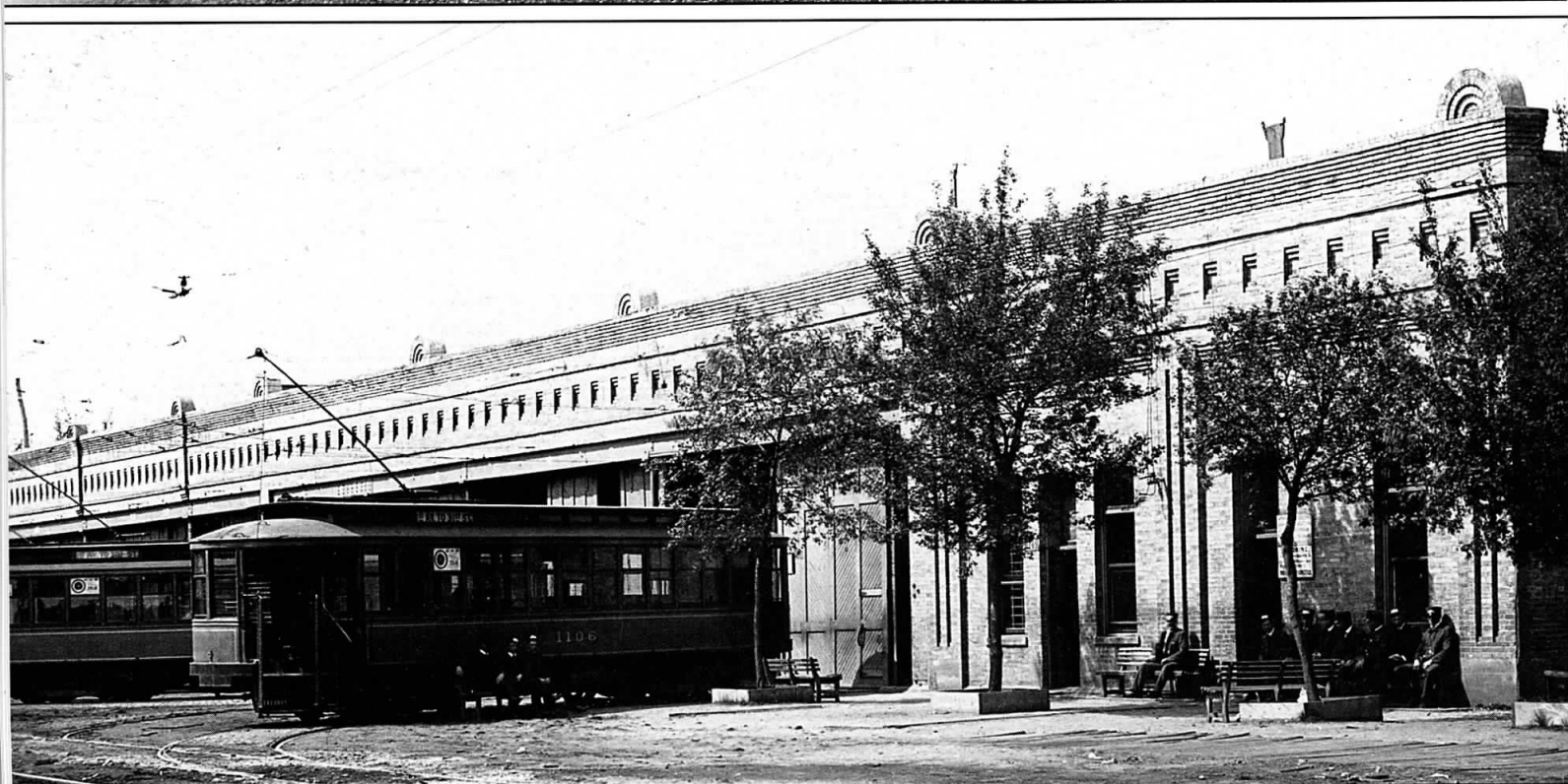
Opposite page top: The caption on the back of this 1906 photo says "first double decker". That's incorrect, as #1092 received the treatment earlier. Clearly the company was experimenting, giving #1160 an open upper deck, versus the enclosed one on #1145. The open platform car behind it is a rarity, one of the so-called "North St. Paul pups" built in 1892 by Pullman for the St. Paul & White Bear. They were inherited with the purchase of that company in 1898 and lasted until 1912.

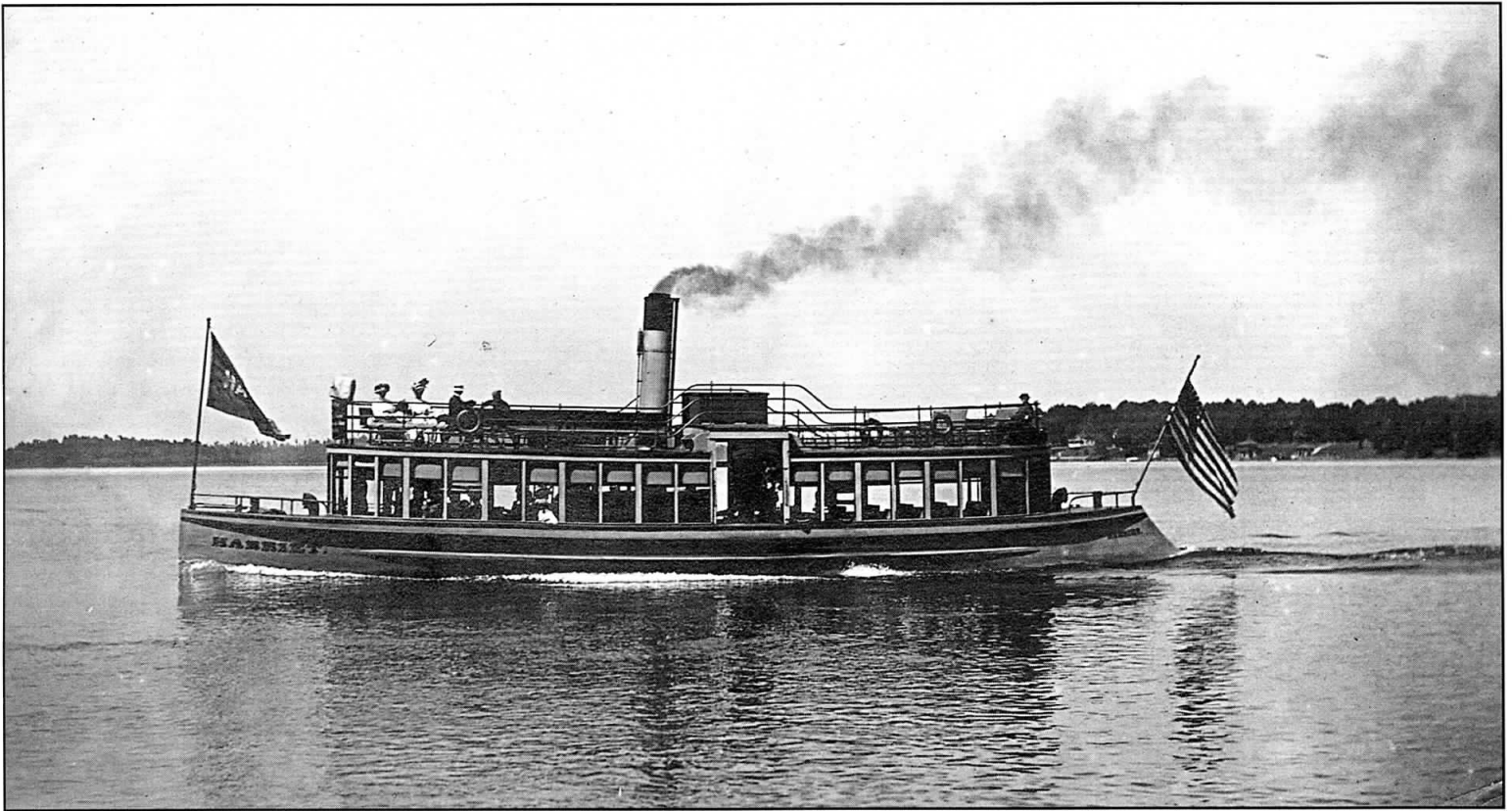
Right: This appears to be Thomas Lowry's son, Horace Lowry, taken in 1906. He ascended to the company presidency in 1916. Note the inscription "Built by Twin City Rapid Transit Company" on the motorman's door.

More of the Ken Jones Photos

There was such a positive reaction to last issue's "dinosaur photos" donated recently by Ken Jones, that here are more for your enjoyment.







Left: Single trucker #446 was a peer of our #78. One of the earliest electrics, it was built by J. M. Jones' Sons in 1891. The front vestibule was added only after enactment of the state vestibule law of 1893.

Above: When Everett Jones was courting his wife to be, he sent her this postcard of the express boat Harriet. On the back it says, "From you know. do you remember the day we took a ride on this boat?"

Below: Plowing snow outside Nicollet Ballpark. On the back Jones has written "This is my private car."

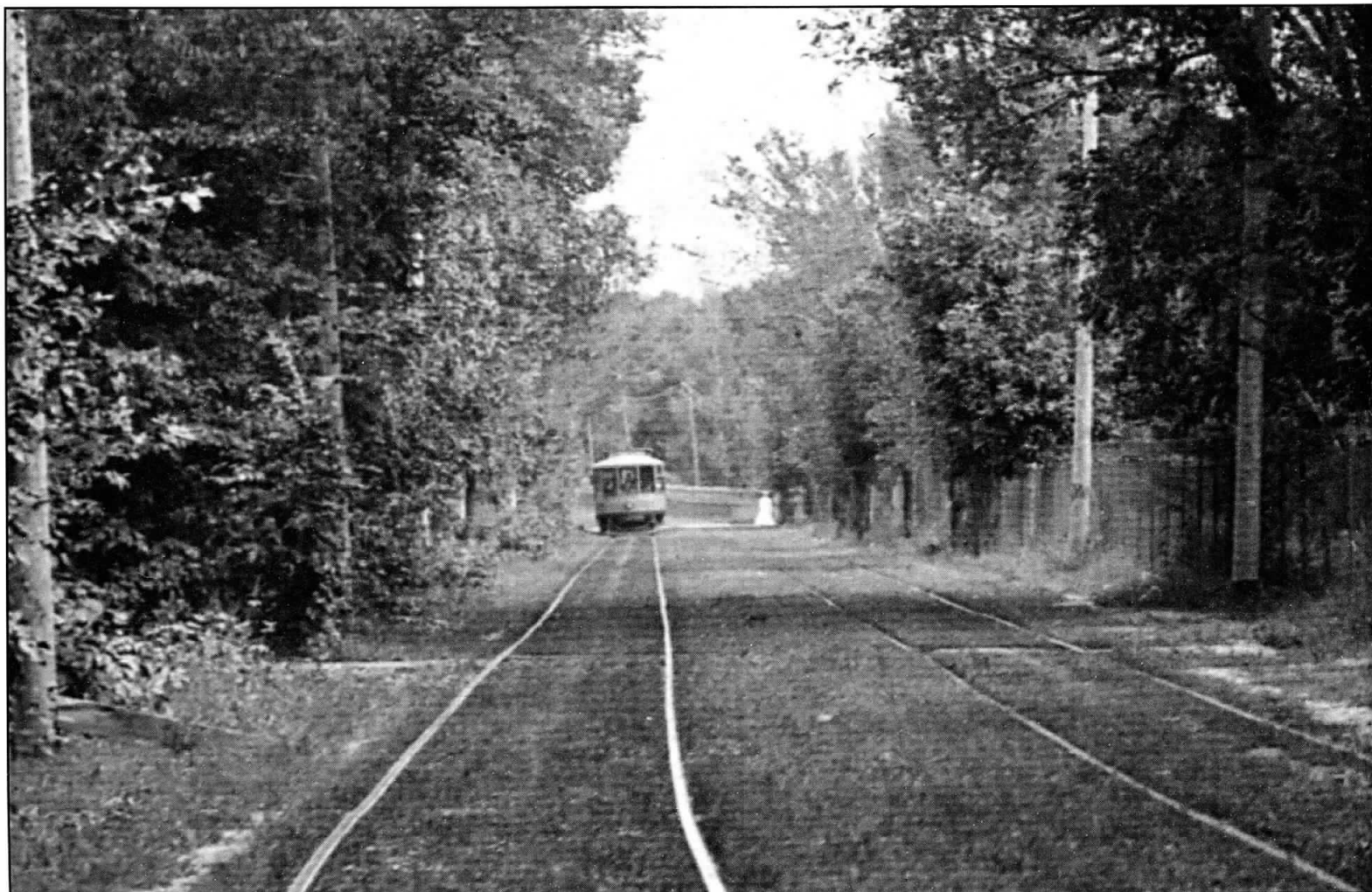
Below left: 31st Street Station about 1906.





Until about 1905 TCRT rostered a separate fleet of open cars for summer use, a common practice throughout the industry. Needless to say, it was an expensive practice given the Minnesota climate. The "A" prefix indicates that #A622 is a St. Paul City Ry. car. To cut down on boarding and alighting accidents (often while the car was moving), the side running boards were removed in 1896, the sides enclosed in wire mesh, and a center aisle created. Passengers passed through the first of the platform gates that later became such a distinctive Twin City feature.

This is along Lakewood Cemetery, looking north from about the archery range curve. Bear in mind that this now lies behind the cemetery fence, and that it was straighter than the museum alignment. The car appears to be at the Lakewood stop.



≡ Lake Minnetonka Steamboat Series ≡

The Puritan

For most of the steamboat era on Lake Minnetonka, the lake was dominated by a single large operator. Although there were successive different owners, some of the boats passed from one to the next. From 1874 to 1883, Charles May operated eight different boats. He sold out in 1881 to the Lake Minnetonka Navigation Company. It also owned eight boats, three of which came from May. LMN was succeeded in 1898 by Captain Johnson's Lake Minnetonka Transportation Company. Over its life,

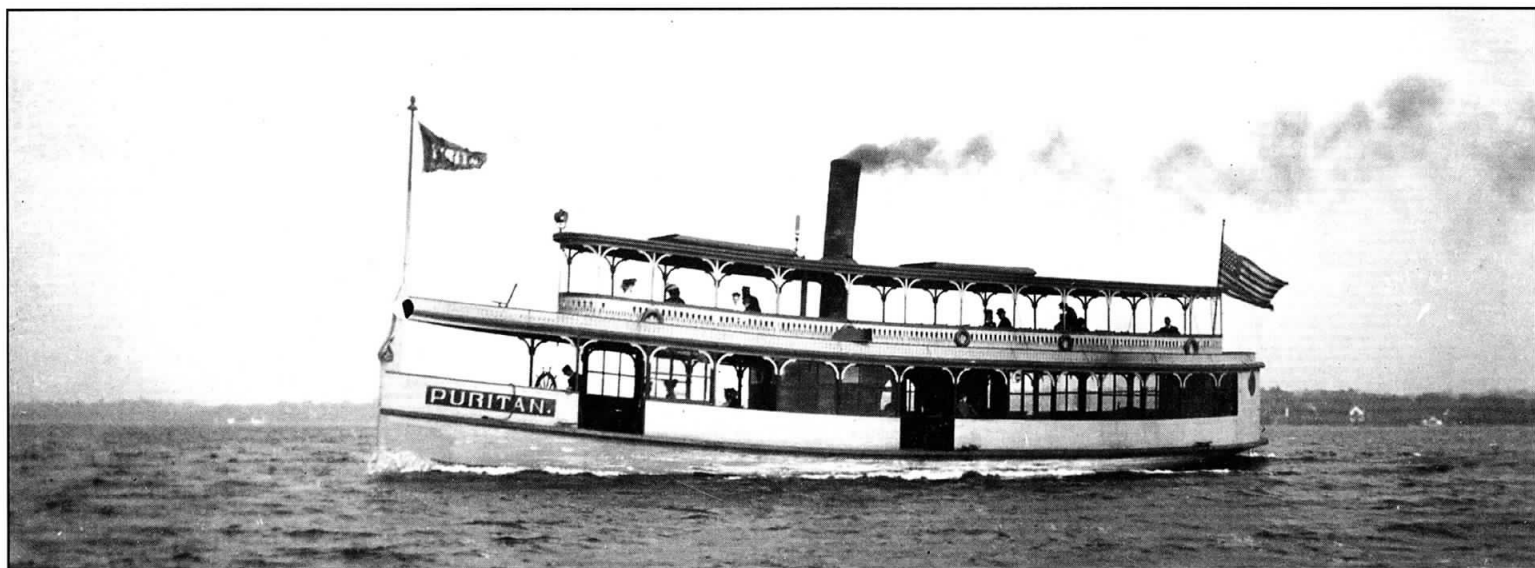
LMT owned ten boats, two of which came from LMN. He purchased the West Point from the West Line and renamed it the Pilgrim. This set the theme for the last sizeable group of boats built before the TCRT era, which began in 1906.

First came the Mayflower in 1898, followed by the Puritan in 1901, the Plymouth in 1903, the John Alden in 1904 and the barge Priscilla (built from the forward half of the City of St. Louis hull) whose construction date is unclear.

These boats, most of which were sold to TCRT in 1906, appear frequently in period photos. The single deck Mayflower and Plymouth had a similar

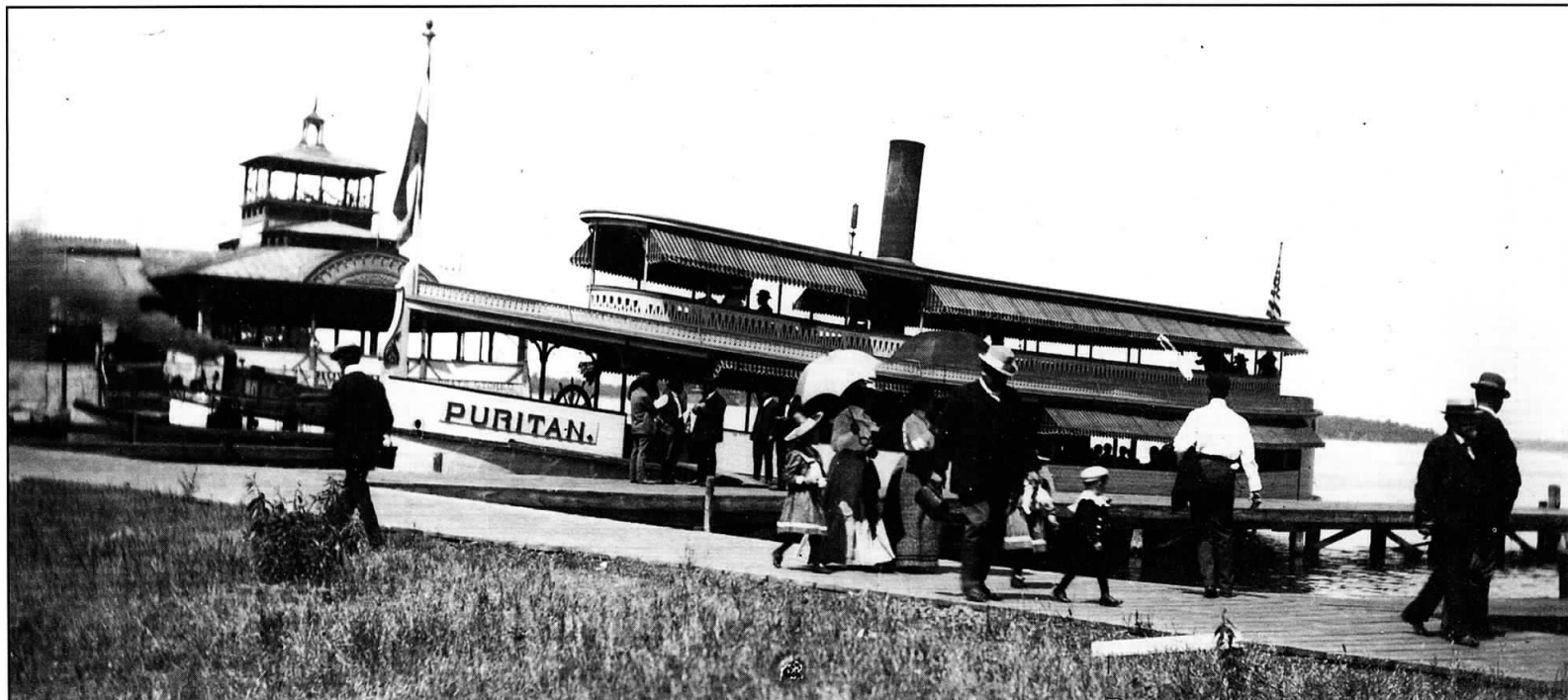
low-slung look. In contrast, the two-deck Puritan looked completely different. At 85 feet, it was 10-15 longer. Its narrow upper deck gave it a knife-edged, wind splitting look. Its appearance was unlike anything else on the lake. Where virtually all the other double deck boats had a high mounted pilot house, the Puritan's captain stood in the forward lower deck. The Puritan was propeller driven. For the first couple of years it was teamed with the barge Priscilla.

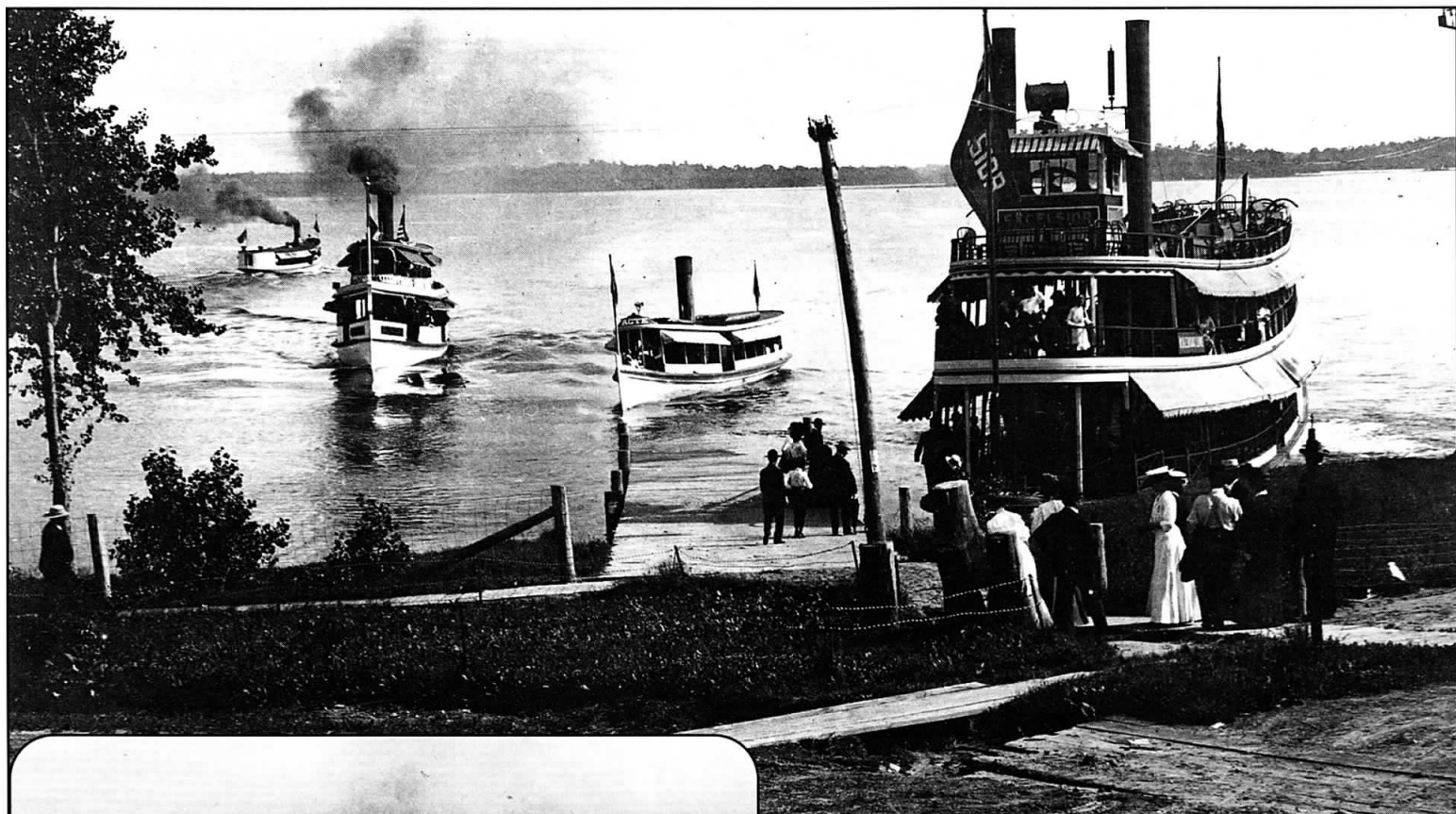
The Puritan joined the TCRT excursion fleet in 1906 along with the Excelsior, Mayflower, Plymouth and Priscilla. It lasted until 1914.



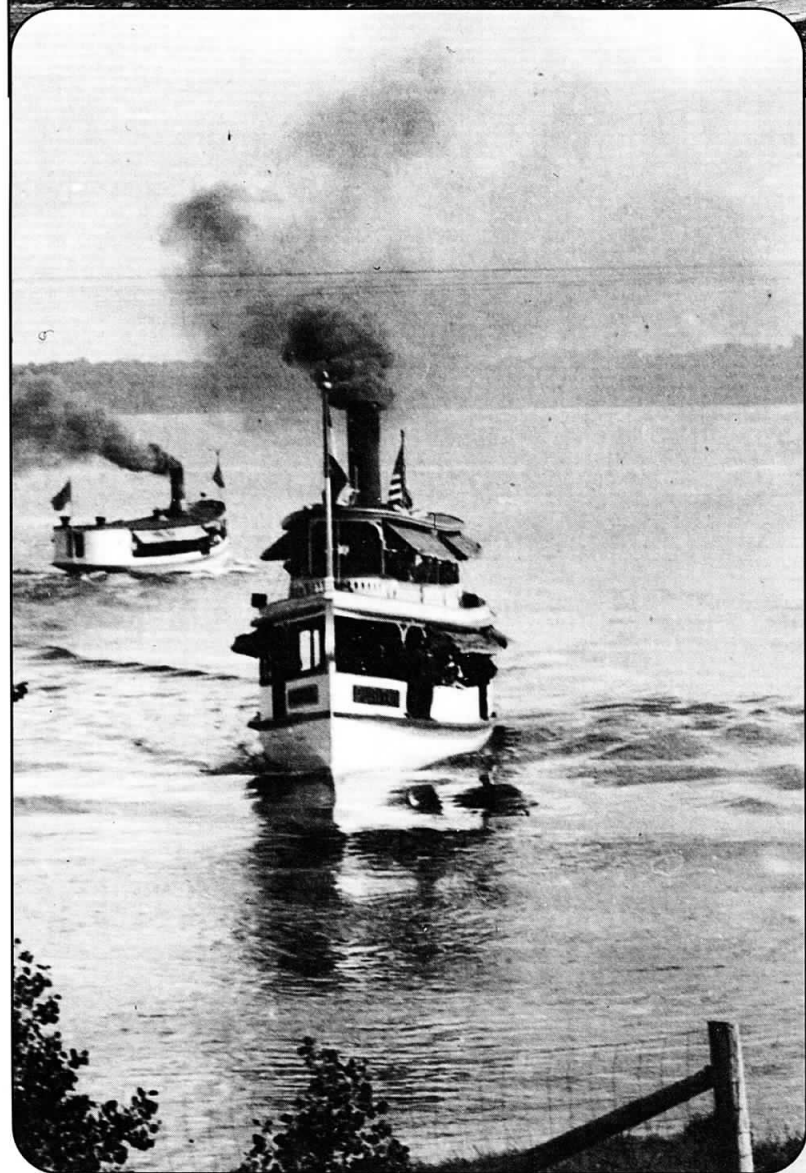
At speed in mid-lake. On this cool, gray day, the awnings are furled and a number of removable units are in place on the lower deck. As Minnehaha passengers have learned, the boiler heats the cabin near it, and passengers can choose their level of coziness.

At the Excelsior dock, with the Casino at left. This being a warm summer day, the awning are unfurled and the window units removed. That umbrella is for the sun. Minneapolis Public Library collection.





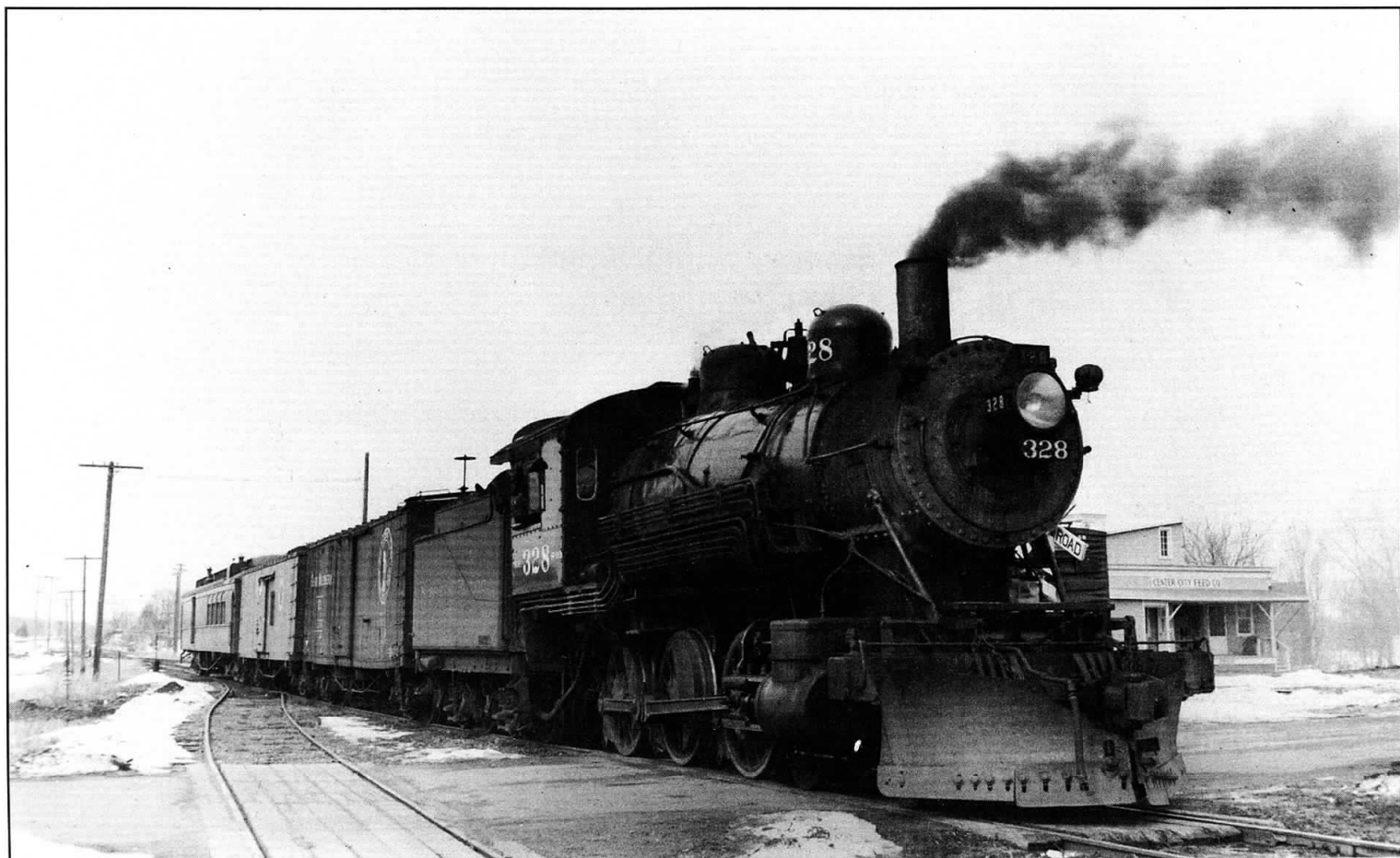
Lots of pre-TCRT activity at the Excelsior dock at the foot of Water Street. This head on view shows the Puritan's unique narrow look as she steams in. The Excelsior is loading, the Plymouth is departing and it's unclear what the Acte is doing. Sweet photo, Minnesota Historical Society collection.



Pioneer Great Northern diesel #5100 testing in 1926. The location appears to be near the Dale Street shops. C. P. Gibson photo, Minnesota Historical Society collection.

An 0-6-0 switcher of the St. Paul Bridge & Terminal Company pushes an unusual caboose on an inspection of the new north approach to the Mississippi River bridge. It was rerouted in 1922 around the city's new sewage treatment plant south of Pig's Eye Lake. Both the plant and the bridge remain in service today. Minnesota Historical Society collection.





Mixed trains pulled by ten-wheelers: Low density Milwaukee Road branch lines meandered through the valleys of southeastern Minnesota. The one from Faribault through Zumbrota to Wabasha started as the narrow gauge Minnesota Midland. The line was standard gauged in 1903, and the 35 miles from Wabasha to Zumbro Falls died in 1934. This is the last eastbound mixed, sans freight, before the 18 mile Zumbrota-Zumbro Falls segment was abandoned in June 1952. Minnesota Historical Society collection.

Lower left: MTM's own #328 spent its last years on the Taylors Falls branch. Noted photographer R. V. Nixon captured this winter view in Center City. North East Minnesota Historical Society collection.



These two "critters" worked for Northern Pump in Fridley. The rear unit with the bell appears to be a GE, but what is that center cab? North East Minnesota Historical Society collection.

OBSCURE DEPOTS ON PARADE

Lake Sarah served the resort lake of the same name, located on the Soo Line west of the Twin Cities. Minnesota Historical Society collection.

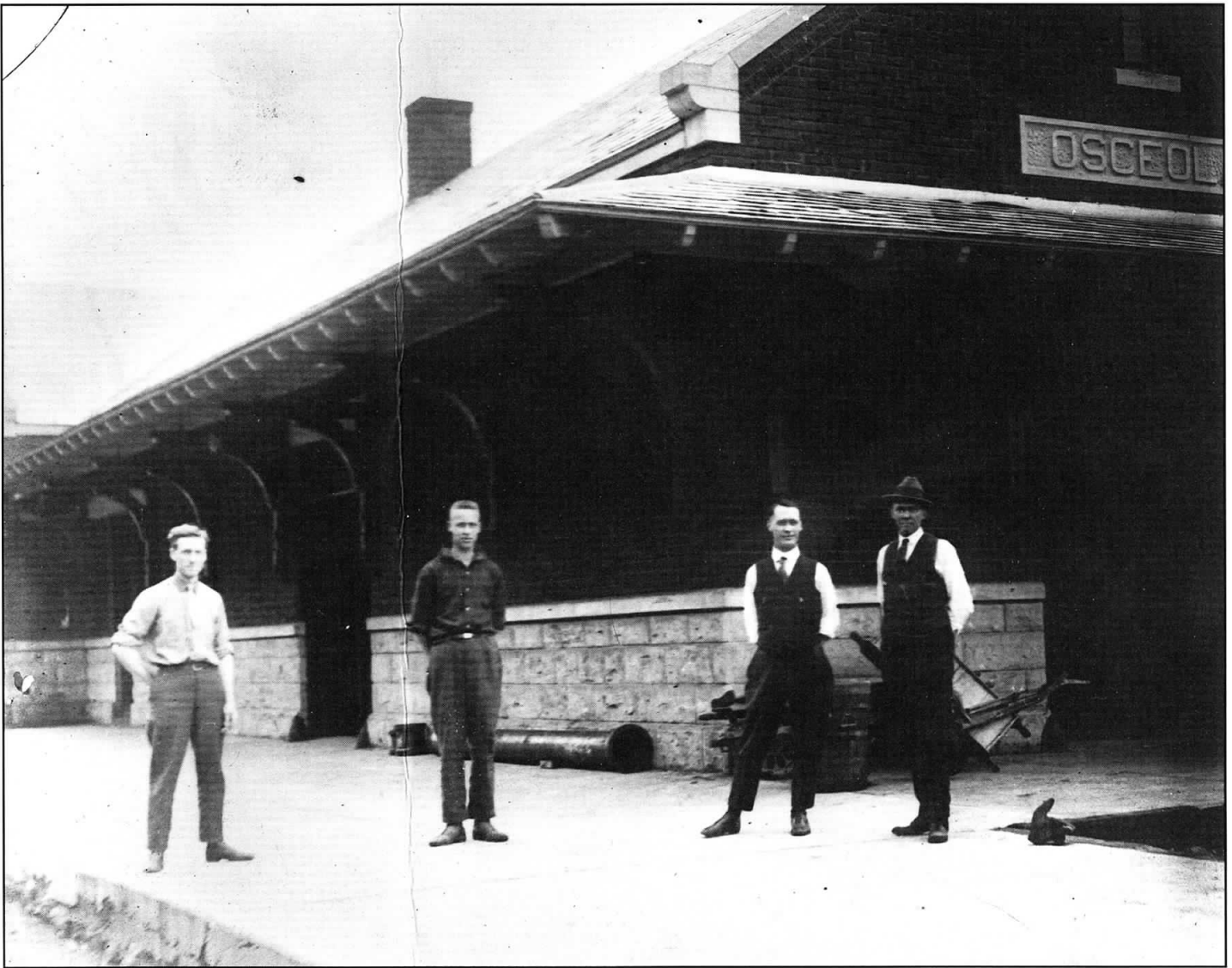




What looks to be a Northern Pacific Mike works around the grain elevators in southeast Minneapolis in 1948. 18th Ave. SE tower was where the Milwaukee Road's spur met the NP. Minnesota Historical Society collection.

As this posed PR shot shows, Mack Model CQ #444 was the latest in bus styling and technology when delivered in 1937. Note the Nicollet-Hennepin destination sign. The line was always bus, but at the time terminated at 36th and Hennepin. Star-Tribune collection.

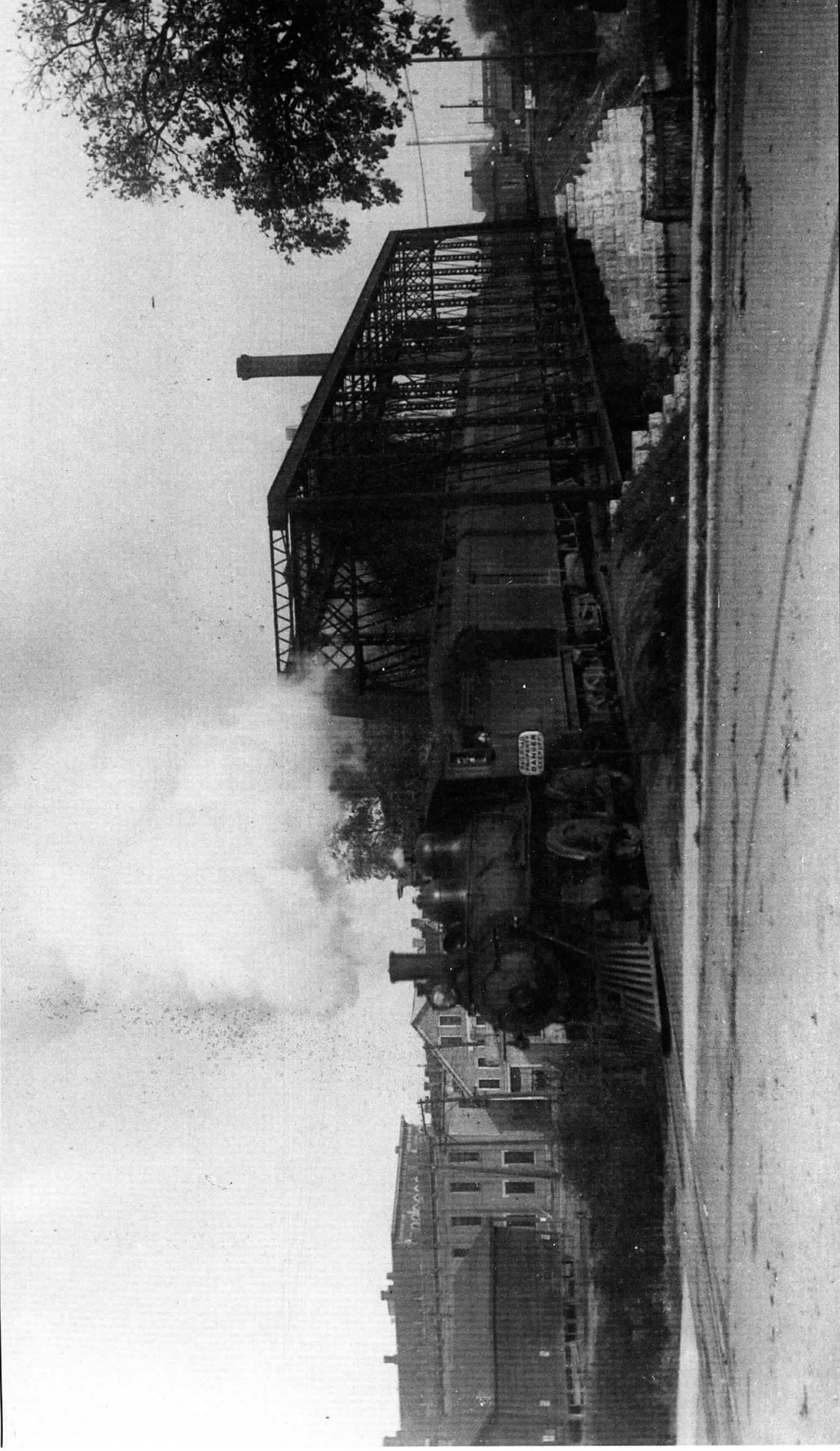




Osceola, probably in the 1930's. Note the concrete platform, minus today's worn asphalt overlay. Osceola Historical Society collection.

"Southwest Minnesota" and "enormous trestle" wouldn't seem to belong in the same sentence, but witness what the Milwaukee Road in Jackson built across the Des Moines River in 1879. 1442 feet long and 68 feet high, it took only two months to construct. A steel successor lasted until 1980. Jackson County Historical Society collection.





About 1920, the southbound Chicago Great Western crosses the Zumbro River as it departs Rochester. The depot is in the background. Olmstead County Historical Society collection.

Inside rear cover: Farmington was the junction of the Milwaukee Road's north-south Iowa & Minnesota division and its east-west Hastings & Dakota, now reduced to branchline status. In addition, the Rock Island ran on the I&M through trackage rights. That made it a moderately busy place when this photo was taken in the early 1940's. At left a truck is unloading a wood-bodied, steel ended boxcar on the house track. The row of baggage carts testifies to the transfer of mail and express between trains. The water tank feeds a distant plug at right, and a section gang motors into town. Library of Congress collection.

Rear cover: The 1948 version of the Hiawatha was displayed at the Milwaukee Depot, led by imposing, if ultimately unsuccessful Fairbanks-Morse "Erie Built" diesels. Minnesota Historical Society collection.





0 hp. Diesel unit.
are regularly used
6 car *Hiawatha*

SENGER LOCOMOTIVE
Weight 616,000 pounds
Tractive Effort ... 110,000 lbs



MINNESOTA STREETCAR MUSEUM

PO Box 16509
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www.TrolleyRide.org

August 2021

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